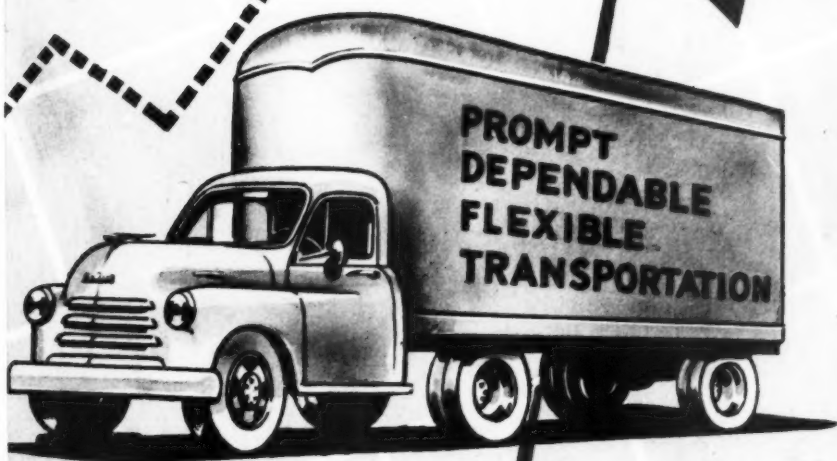


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Motor Truck

FACTS



1953
Edition

AUTOMOBILE MANUFACTURERS ASSOCIATION



Motor Truck Facts

1953 EDITION

THE dynamic character of the motor truck industry is reflected in its rapid growth during the past dozen years, with records again shattered in total number of vehicles in use, aggregate mileage driven, tonnage hauled, gasoline consumption, employment and payrolls.

In spite of the record-breaking sales of new trucks since the war and the peak scrappage rates of old trucks in recent years, the average age of trucks in use is still 6.6 years or one whole year higher than the 5.6 years average age in 1941. There are more than 2,300,000 trucks over 10 years old, including 1,021,000 over 14 years.

The economic importance of the motor truck industry is shown by the fact that more than 6,260,000 persons are employed in manufacturing, selling, servicing and operating motor trucks—equivalent to one out of every ten workers in the United States.

As one of the major transportation agencies, trucks haul 11.1 billion tons a year or 77% of total tonnage transported by all transport agencies; in terms of ton-miles, trucks haul 170 billions or 12% of total ton-mileage by all agencies.

Motor buses continue to gain the favor of city passengers, in that a higher percentage of passengers using urban public transportation traveled by motor bus in 1952 than ever before—59%.

As a taxpayer, the truck users paid out \$1,480,000,000 in 1952. This was more than the combined total paid by passenger cars, buses and trucks in 1936.

Reproduction of data from this tenth edition of Motor Truck Facts may be made with or without credit.

MOTOR TRUCK COMMITTEE

AUTOMOBILE MANUFACTURERS ASSOCIATION

New Center Building, Detroit 2, Michigan

WASHINGTON, 6—Transportation Building

NEW YORK, 17—366 Madison Avenue

Automobile Manufacturers Association

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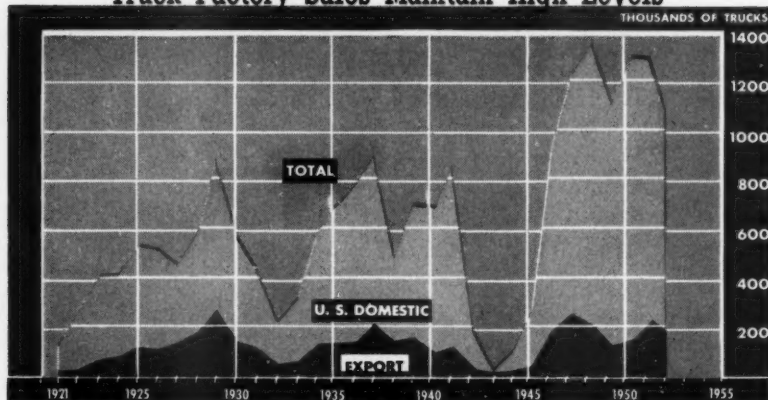
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Oscar P. Pearson, Manager, Statistical Department..... Detroit 2, Michigan

Motor Truck Highlights, 1952

	Page
Production:	
Motor trucks, United States: 1,212,790	13
Motor trucks, Rest of world: 1,152,595	13
Motor buses (commercial only), United States: 5,375	13
Motor buses (commercial and school), Rest of world: 29,741	13
Diesel trucks: 13,165	11
Multi-stop delivery vehicles: 18,493	11
Total Registrations:	
Motor trucks in United States: 9,244,000	23
Motor trucks in World: 18,878,000	24
Motor buses in United States: 240,000	14
Motor buses in World: 759,000	24
Motor trucks on farms: 2,410,000	33
Truck-trailers: 508,000	24
Diesel trucks: 68,600	33
Employment—Truck transportation: 6,260,000	26
—One out of every 10 paychecks in United States	26
Taxes—Paid by truck users: \$1,480,000,000	30
—1952 truck user taxes exceeded combined car, truck and bus taxes in 1936	31
Scrappage of trucks and buses: 700,000	27
Age of Trucks:	
Average age of trucks was 6.6 years compared with 5.6 in 1941	18
2,300,000 are more than 10 years old, including 1,021,000 over 14	18
Use of Trucks:	
11.1 billion tons hauled by trucks, or 77% of tonnage hauled by all forms of transportation in 1951	28
99.7% of live poultry hauled by trucks to 11 major markets	41
98% of shell eggs hauled by trucks to 14 major markets	41
76% of livestock received by truck at 63 major markets	46
47% of fruits and vegetables trucked to 20 major markets	43
Use of Buses:	
59% of passengers riding public conveyances in cities use motor buses	15
Intercity bus passenger miles: 21,800,000,000	14

Truck Factory Sales Maintain High Levels



Domestic and export factory sales are shown on page 7.

Total Motor Truck Factory Sales From U. S. Plants, 1904 to Date

Year	Number	Wholesale Value	Year	Number	Wholesale Value
1904	700	\$ 1,272,747	1929	881,909	\$ 622,533,897
1905	750	1,330,000	1930	575,364	390,752,061
1906	800	1,440,000	1931	432,262	265,444,618
1907	1,000	1,780,000	1932	228,303	137,624,157
1908	1,500	2,550,000	1933	329,218	175,380,863
1909	3,297	5,333,683	1934	576,205	326,781,688
1910	6,000	9,660,000	1935	697,367	380,997,330
1911	10,681	21,000,000	1936	782,220	463,719,466
1912	22,000	43,000,000	1937*	891,016	537,314,633
1913	23,500	44,000,000	1938	488,841	329,917,646
1914	24,900	44,219,096	1939	700,377	489,786,701
1915	74,000	125,800,000	1940	754,901	567,820,414
1916	92,130	161,000,000	1941	1,060,820	1,069,799,855
1917	128,157	220,982,668	1942	818,662	1,427,456,801
1918	227,250	434,168,992	1943	699,689	1,451,794,475
1919	224,731	371,422,820	1944	737,524	1,700,928,939
1920	321,789	423,249,410	1945	655,683	1,181,955,532
1921	148,052	166,070,810	1946 ①	930,775	952,800,000
1922	269,991	226,049,658	1947	1,220,333	1,507,194,000
1923	409,295	308,537,929	1948	1,363,975	1,702,094,000
1924	416,659	318,580,580	1949	1,128,674	1,321,090,000
1925	530,659	458,400,277	1950	1,332,285	1,641,500,000
1926	516,947	452,123,435	1951	1,417,368	2,188,209,000
1927	464,793	420,130,624	1952	1,212,790	2,242,450,000
1928	583,342	460,108,903			

NOTES: Truck totals, units and value, have been revised for years 1928 to 1939 inclusive, in order to make the classifications of all vehicles comparable with the post-War II years 1946 to date. In addition, some other adjustments have been made making for greater accuracy and comparability in units and value from 1928 to date.

① Motor coaches (see page 8) have been excluded for years 1946 to date.

A substantial part of the trucks reported comprises chassis only, without bodies; hence the value of bodies for these chassis is not included.

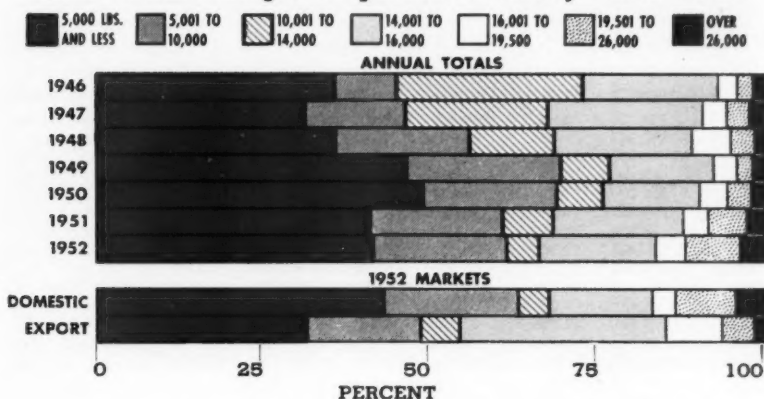
Federal excise taxes are excluded in all years.

Table above includes sales of military vehicles.

* Beginning with year 1937, standard equipment is included in the values reported.

SOURCE: Automobile Manufacturers Association.

Trend Toward Larger Proportion of Heavy Truck Sales



Factory Sales of Trucks By G. V. W. Groups, 1946-1952

G.V.W. (In Lbs.)	5,000 Lbs. & Less	5,001-10,000	10,001-14,000	14,001-16,000	16,001-19,500	19,501-26,000	Over 26,000	TOTAL
1946.....	330,733	88,068	257,167	190,885	24,087	25,827	14,008	930,775
1947.....	375,326	182,461	259,808	291,601	41,615	42,744	26,778	1,220,333
1948.....	485,088	267,720	182,500	280,535	76,711	50,021	21,400	1,363,975
1949.....	513,148	279,359	84,605	173,137	37,233	23,801	17,391	1,128,674
1950.....	627,405	266,043	89,156	219,918	53,484	47,029	29,250	1,332,285
1951.....	587,649	260,360	99,140	278,103	68,899	81,066	42,151	1,417,368
1952.....	505,316	234,568	56,308	219,284	45,617	105,451	46,246	1,212,790
DOMESTIC MARKET								
1946.....	291,827	78,789	181,408	137,328	19,239	22,894	13,161	744,645
1947.....	314,543	165,678	191,222	204,589	34,669	36,706	23,897	971,304
1948.....	420,531	244,894	150,340	217,695	64,297	45,118	19,833	1,162,708
1949.....	468,255	258,035	70,969	135,604	28,402	19,783	15,609	997,657
1950.....	579,760	243,980	75,993	169,949	42,756	42,149	27,835	1,182,422
1951.....	516,391	229,065	84,183	199,967	53,568	72,328	38,958	1,194,460
1952.....	454,055	206,935	47,494	168,770	33,121	97,559	43,190	1,051,124
EXPORT MARKET								
1946.....	38,906	9,279	75,759	53,557	4,848	2,933	847	186,129
1947.....	60,783	16,783	68,586	87,012	6,946	6,038	2,881	249,029
1948.....	64,557	22,826	32,160	62,840	12,414	4,903	1,567	201,267
1949.....	43,893	21,324	13,636	37,533	8,831	4,018	1,782	131,017
1950.....	47,645	22,063	13,163	49,969	10,728	4,880	1,415	149,863
1951.....	71,258	31,295	14,957	78,136	15,331	8,738	3,193	222,908
1952.....	51,261	27,633	8,814	50,514	12,496	7,892	3,056	161,666

SOURCE: Automobile Manufacturers Association.

Civilian Motor Truck Production in United States, 1936-1946

	Light ¹	Medium ¹	Light-Heavy	Heavy-Heavy	Total Heavy	Total Trucks
1936.....	317,189	417,153	28,669	7,606	36,275	770,617
1937.....	397,514	437,230	29,077	9,514	38,591	873,335
1938.....	211,563	248,622	15,978	5,149	21,127	481,312
1939.....	307,578	342,990	29,345	6,922	36,267	686,835
1940.....	341,038	322,873	30,392	8,873	39,265	703,176
1941.....	367,467	400,184	N.A.	N.A.	55,554	823,205
1942.....	23,427	86,072	N.A.	N.A.	15,795	125,294
1943.....		79	N.A.	N.A.	2,709	2,888
1944.....		87,990	23,338	7,753	31,091	119,081
1945.....	72,197	183,948	45,312	12,186	57,498	313,643
1946.....	415,353	454,937	49,410	18,563	67,973	938,263

¹Gross Vehicle Weight-light trucks are defined as less than 9,000 lbs.; medium 9,000 to less than 16,000 lbs.; and heavy 16,000 lbs. and over (light-heavy, 16,000 lbs. to and including 24,000 lbs.; and heavy-heavy, 24,001 and over.)

SOURCE: War Production Board, and Civilian Production Administration.

Motor Truck and Coach Factory Sales by Months

MOTOR TRUCKS

	1950		1951		1952		1953	
	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
Jan.....	84,376	8,947	109,262	18,321	85,493	16,017	97,679	13,720
Feb.....	80,941	9,032	94,834	17,101	85,157	16,210	86,212	10,528
Mar.....	99,809	11,034	118,238	18,559	92,614	17,350	122,043	12,086
Apr.....	93,296	10,556	117,480	17,932	98,110	15,521	114,787	11,967
May.....	109,000	11,966	121,461	18,586	90,983	15,025	82,433	11,010
June.....	120,232	15,096	115,079	19,739	94,962	15,302	66,063	8,000
July.....	98,603	12,635	91,517	18,727	36,231	7,000	92,788	12,834
Aug.....	121,303	13,581	99,012	22,980	45,204	6,852	89,911	11,567
Sept.....	93,379	12,214	90,283	18,908	99,375	13,000		
Oct.....	97,118	11,728	91,554	18,465	116,449	15,615		
Nov.....	80,834	17,706	75,418	17,427	102,504	11,602		
Dec.....	103,531	15,368	70,322	16,163	104,042	12,172		
Total....	1,182,422	149,863	1,184,460	222,908	1,051,124	161,666		

MOTOR COACHES

	1950		1951		1952		1953	
	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
Jan.....	194	25	631	30	755	23	218	36
Feb.....	128	5	490	38	525	100	189	1
Mar.....	170	29	792	37	499	70	189	47
Apr.....	234	34	764	55	503	94	141	4
May.....	323	89	702	40	325	98	339	28
June.....	349	249	773	65	382	102	359	21
July.....	291	106	630	35	220	4	368	8
Aug.....	369	88	778	5	271	78	411	40
Sept.....	343	80	660	83	330	57		
Oct.....	502	51	1,108	66	280	129		
Nov.....	507	77	710	123	244	75		
Dec.....	602	63	746	99	189	42		
Total....	4,012	896	8,784	676	4,803	872		

TOTAL TRUCKS

	1950	1951	1952
Jan.....	93,323	127,583	101,510
Feb.....	89,973	111,935	101,367
Mar.....	110,843	136,797	109,984
Apr.....	103,852	135,412	113,631
May.....	120,966	140,047	106,008
June.....	135,328	134,818	110,264
July.....	111,238	110,244	43,231
Aug.....	134,884	121,992	52,056
Sept.....	105,593	109,191	112,375
Oct.....	108,846	110,019	132,064
Nov.....	98,540	92,845	114,106
Dec.....	118,899	86,485	116,214
Total....	1,332,285	1,417,368	1,212,790

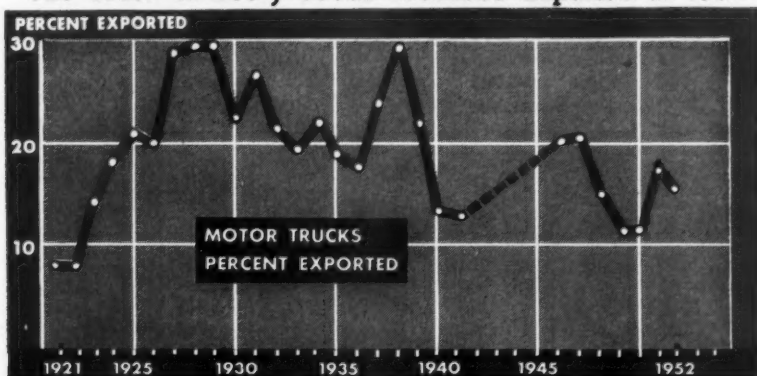
TOTAL COACHES

	1950	1951	1952	1953
Jan.....	219	661	778	254
Feb.....	133	528	625	190
Mar.....	199	829	569	236
Apr.....	268	819	597	145
May.....	412	742	423	367
June.....	598	838	484	380
July.....	397	665	224	376
Aug.....	457	783	349	451
Sept.....	423	743	387	
Oct.....	553	1,174	389	
Nov.....	584	833	319	
Dec.....	665	845	231	
Total....	4,908	9,460	5,375	

NOTE: Military vehicles are included.

SOURCE: Automobile Manufacturers Association.

One Truck in Every Seven Produced Exported in 1952



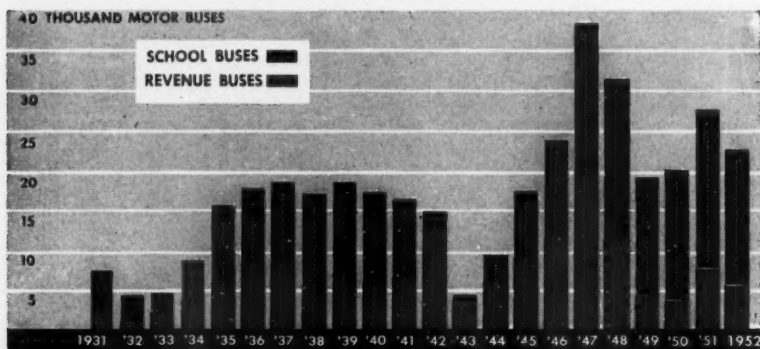
Motor Truck Factory Sales to Domestic and Export Markets

Year	Total	Domestic Market	Foreign Market	Percent Exported
1921	148,052	135,483	12,569	8.5
1922	269,991	247,593	22,398	8.3
1923	409,295	349,077	60,218	14.7
1924	416,659	340,555	76,104	18.3
1925	530,659	418,064	112,595	21.2
1926	516,947	413,080	103,867	20.1
1927	464,793	330,455	134,338	29.0
1928	583,342	409,530	173,812	29.8
1929	881,909	619,068	262,841	29.8
1930	575,364	444,499	130,865	22.7
1931	432,262	316,532	115,730	26.8
1932	228,303	178,812	49,491	21.7
1933	329,218	264,709	64,509	19.6
1934	576,205	447,007	129,198	22.4
1935	697,367	564,761	132,606	19.0
1936	782,220	642,686	139,534	17.8
1937	891,016	677,259	213,757	24.0
1938	488,841	345,323	143,518	29.4
1939	700,377	544,493	155,884	22.3
1940	692,791	599,912	92,879	13.4
1941	854,719	743,932	110,787	13.0
1942	184,985	164,325	20,660	11.1
1943	24,842	23,420	1,422	5.7
1944	116,167	102,294	13,872	11.9
1945	291,469	254,039	37,430	12.8
1946	922,042	736,260	185,782	20.1
1947	1,206,228	957,891	248,337	20.5
1948	1,346,312	1,145,220	201,092	14.9
1949	1,106,472	980,341	126,131	11.4
1950	1,290,806	1,141,164	149,642	11.6
1951	1,272,551	1,050,236	222,315	17.4
1952	1,032,533	870,988	161,545	15.7

NOTE: Factory sales to all Federal government agencies have been excluded for years 1946 to 1952, and all military vehicles have been excluded for years 1940 to 1945 inclusive. Motor coaches have been omitted from 1946 to date.

SOURCE: Automobile Manufacturers Association.

17,200 School Buses Sold in 1952



Revenue and School Bus Production

	City Type	Intercity Type	Charter and Sightseeing	Total Revenue Buses	School Buses	Total Buses
1935	3,978	2,255	34	6,267	9,363	15,630
1936	5,800	2,610	90	8,500	8,913	17,413
1937	5,947	2,430	107	8,484	9,892	18,376
1938	3,606	2,167	89	5,862	11,272	17,134
1939	4,594	2,415	100	7,109	11,546	18,655
1940	4,573	2,001	67	6,641	10,566	17,207
1941	5,873	2,088	7	7,968	8,622	16,590
1942	9,010	3,968	8	12,986	1,856	14,842
1943	2,070	1,691	—	3,761	206	3,967
1944	4,323	1,927	—	6,250	3,192	9,442
1945	5,908	3,508	—	9,416	8,225	17,641
1946	8,300	3,335	—	11,635	12,025	23,660
1947	14,726	5,338	21	20,085	18,619	38,704
1948	7,810	3,333	60	11,203	20,513	31,716
1949	3,776	863	25	4,664	14,480	19,144
1950	3,060	755	46	3,861	16,055	19,916
1951	4,772	3,608	18	8,398	19,064	27,462
1952	2,370	2,730	149	5,249	17,200	22,449

NOTE: These figures exclude vehicles exported except to Canada. For this and other reasons they are not strictly comparable with school bus chassis and motor coach deliveries compiled by A. M. A. as shown in tables on pages 7 and 8. Trailer type vehicles and sales to U. S. Government agencies are omitted. 1951 and 1952 includes vehicles delivered to U. S. Government agencies.

SOURCE: "Bus Transportation."

Motor Coach Deliveries From Plants in United States

	Domestic	Export	Total		Domestic	Export	Total	Wholesale Value, Total
1935	3,988	70	4,058	1946	9,199	892	10,091	\$ 90,447,000*
1936	5,692	167	5,859	1947	16,650	2,460	19,110	224,519,000
1937	6,447	298	6,745	1948	10,526	1,773	12,299	178,381,000
1938	4,139	252	4,391	1949	4,894	617	5,511	72,945,000
1939	4,829	265	5,094	1950	4,012	896	4,908	66,248,000
1940	5,913	234	6,147	1951	8,784	676	9,460	135,650,000
1941	7,393	233	7,626	1952	4,511	864	5,375	77,339,000

*Value figures not available prior to 1946.

SOURCE: Automobile Manufacturers Association.

Canadian Truck Production and Wholesale Value

Year	Number	Value	Year	Number	Value
1921.....	5,148	\$ 3,843,288	1937.....	54,417	\$30,389,011
1922.....	8,169	5,232,405	1938.....	42,325	26,497,038
1923.....	19,226	8,941,011	1939.....	47,057	28,072,712
1924.....	18,043	8,125,916	1940.....	113,102	91,191,516
1925.....	26,397	12,234,486	1941.....	173,588	163,414,253
1926.....	37,840	16,629,334	1942.....	216,057	229,103,128
1927.....	32,633	14,942,017	1943.....	178,064	222,393,092
1928.....	44,206	21,913,122	1944.....	158,038	213,259,582
1929.....	59,318	29,474,395	1945.....	130,777	167,103,012
1930.....	32,035	16,513,225	1946.....	79,657	81,204,358
1931.....	17,487	10,330,763	1947.....	90,758	116,357,486
1932.....	10,095	6,070,667	1948.....	96,941	137,228,722
1933.....	12,003	6,062,195	1949.....	99,028	146,697,354
1934.....	24,205	12,770,318	1950.....	106,026	163,942,858
1935.....	37,315	19,803,771	1951.....	132,706	212,806,695
1936.....	33,790	19,140,946	1952.....	150,176	253,247,296

Production figures above include all wheeled vehicles for military use; universal carriers and scout cars are not included. Selling value represents the wholesale value or the amount of money received by the manufacturers from their dealers or distributors. Excise taxes, dealers' commissions, etc., are not included. Bus production is included but is negligible.

SOURCE: Dominion Bureau of Statistics.

Canadian Truck Production by G.V.W.

	5,000 lbs. & Less	5,001- 10,000	10,001- 14,000	14,001- 16,000	16,001- 19,500	19,501- 26,000	Over 26,000- Lbs.	Total
1947.....	28,871	14,627	24,950	18,028	1,945	869	566	89,856
Percent.....	32.1	16.3	27.8	20.1	2.2	0.9	0.6	100.0
1948.....	40,595	18,037	18,970	15,692	1,443	899	511	96,147
Percent.....	42.2	18.8	19.8	16.3	1.5	0.9	0.5	100.0
1949.....	44,870	22,382	14,158	13,227	2,124	933	609	98,303
Percent.....	45.6	22.8	14.4	13.5	2.2	0.9	0.6	100.0
1950.....	53,478	23,837	9,406	13,847	2,606	1,196	888	105,258
Percent.....	50.8	22.7	8.9	13.1	2.5	1.1	0.9	100.0
1951.....	61,914	25,249	12,462	19,939	9,413	2,394	650	132,021
Percent.....	46.9	19.1	9.4	15.1	7.1	1.8	0.5	100.0
1952.....	72,483	24,931	12,927	24,206	9,707	4,273	1,084	149,611
Percent.....	48.4	16.7	8.6	16.2	6.5	2.9	0.7	100.0

SOURCE: Dominion Bureau of Statistics.

Canadian Truck Imports and Exports

TRUCKS & BUSES PRODUCED IN CANADA			IMPORTS		RE-EXPORTS EXPORTS OF IMPORTS	
For Sale in Canada	For Export	Total	Trucks	Buses	Trucks	Trucks
1940.....	53,169	59,933	1,633	231	66,047	10
1941.....	76,627	96,961	799	237	130,304	—
1942.....	93,903	122,154	560	158	159,377	2
1943.....	79,290	98,774	712	83	165,910	163
1944.....	66,013	92,025	1,851	329	144,151	33
1945.....	47,459	83,318	1,542	313	122,768	19
1946.....	41,318	38,339	3,166	434	44,660	72
1947.....	63,152	27,606	6,289	1,004	42,225	4
1948.....	73,582	23,359	3,348	227	20,901	4
1949.....	85,715	13,313	3,270	134	12,147	6
1950.....	96,826	9,200	6,770	36	10,249	20
1951.....	108,547	27,189	5,542	61	23,308	11
1952.....	112,485	37,691	4,097	241	38,268	—

SOURCE: Dominion Bureau of Statistics.

New Truck Registrations by Months

	1941	1947	1948	1949	1950	1951	1952	1953
January.....	50,830	62,477	69,486	66,423	67,925	88,058	59,661	72,606
February.....	50,124	63,752	74,326	67,537	71,698	78,581	59,285	68,616
March.....	62,413	79,344	94,806	87,165	96,266	86,287	63,364	79,672
April.....	64,236	85,148	108,168	78,857	92,241	84,961	73,461	91,127
May.....	64,177	76,901	100,614	86,375	90,786	90,627	71,690	86,366
June.....	62,265	65,458	87,117	79,069	91,512	87,461	71,471	77,199
July.....	67,412	71,647	94,036	76,866	117,040	84,021	72,134	76,161
August.....	56,191	75,912	91,923	85,539	126,533	87,646	57,786	76,673
September.....	43,892	69,899	85,108	89,228	113,784	84,814	65,381	
October.....	41,352	87,167	84,284	86,398	101,169	92,281	77,486	
November....	36,799	73,737	75,024	79,699	84,167	76,517	70,477	
December....	41,006	67,690	70,282	78,805	89,186	62,596	69,949	
Total.....	640,697	879,132	1,035,174	961,961	1,142,307	1,003,850	812,099*	

* Annual totals do not always equal sum of monthly data due to year end corrections which cannot be assigned to any particular month.

SOURCE: R. L. Polk and Company.

Most Trucks Sold in Texas, California Second

New Truck Registrations by States

	1941	1950	1951	1952		1941	1950	1951	1952
Ala.....	15,260	25,187	23,294	17,721	Nev.....	1,130	1,781	1,874	1,841
Aris.....	3,468	6,980	7,079	6,611	N. H.....	2,879	3,714	3,249	2,711
Ark.....	13,636	24,086	20,617	16,890	N. I.....	16,909	27,549	24,870	18,783
Calif.....	39,453	66,685	63,284	58,661	N. M.....	4,093	8,797	6,501	5,885
Colo.....	6,502	15,101	12,669	10,892	N. Y.....	36,203	57,800	49,840	41,788
Conn.....	7,735	9,199	8,229	7,324	N. C.....	18,078	31,904	29,093	23,696
Del.....	1,983	3,076	2,748	2,383	N. D.....	4,671	7,632	7,252	5,932
Fla.....	12,197	24,686	22,499	19,980	Ohio.....	30,389	52,741	45,467	36,090
Ga.....	15,742	33,464	29,549	21,464	Okla.....	13,844	27,332	22,270	18,750
Idaho.....	4,359	8,387	8,036	6,612	Ore.....	8,973	15,223	14,636	12,712
Ill.....	31,692	50,681	45,205	34,479	Pa.....	38,426	61,473	53,383	40,949
Ind.....	19,347	32,453	29,736	21,374	R. I.....	3,039	3,825	2,926	2,384
Iowa.....	14,585	27,722	22,231	15,914	S. C.....	7,978	13,922	14,794	12,151
Kan.....	12,508	21,599	19,522	18,108	S. D.....	3,538	7,522	6,980	5,485
Ky.....	11,395	24,307	18,897	15,634	Tenn.....	13,901	33,279	21,854	18,117
La.....	9,907	20,573	19,467	15,714	Texas.....	44,296	99,053	88,701	68,793
Maine.....	5,646	7,030	5,624	5,216	Utah.....	3,256	6,263	5,743	4,944
Md.....	9,138	12,547	11,187	9,586	Vt.....	2,867	3,001	2,693	2,527
Mass.....	15,211	18,279	14,697	12,974	Va.....	15,938	24,541	22,082	18,315
Mich.....	22,186	47,241	40,938	33,711	Wash.....	10,672	15,201	14,141	11,632
Minn.....	13,103	26,554	20,044	16,404	W. Va....	8,570	11,558	11,052	7,929
Miss.....	10,408	21,424	20,524	16,054	Wis.....	14,744	25,076	21,185	16,745
Mo.....	22,135	38,586	33,461	22,582	Wyo.....	2,503	5,932	5,069	4,440
Mont.....	5,544	10,102	8,866	7,664	D. C.....	2,906	3,109	2,870	2,433
Neb.....	7,754	18,130	16,922	13,115	Total....	640,697	1,142,307	1,003,850	812,099

SOURCE: R. L. Polk and Company.

Factory Sales of Special Motor Vehicle Types

	Domestic Market	Export Market	Total		Domestic Market	Export Market	Total
TRUCKS WITH CAB-OVER-ENGINE				MULTI-STOP DELIVERY TRUCKS			
1938.....	7,840	1,373	9,213	1940.....	*	*	2,819
1939.....	20,367	3,778	24,145	1941.....	5,838	38	5,876
1940.....	24,545	3,450	27,995	1942.....	10,120	129	10,249
1941.....	39,544	2,478	42,022	1947.....	15,317	559	15,876
1946.....	14,147	1,672	15,819	1948.....	21,198	182	21,380
1947.....	29,175	3,428	32,603	1949.....	18,796	683	19,479
1948.....	28,692	2,355	31,047	1950.....	20,378	1,303	21,681
1949.....	11,989	1,336	13,325	1951.....	26,695	2,172	28,867
1950.....	20,673	1,697	22,370	1952.....	17,171	1,322	18,493
1951.....	23,634	1,648	25,482				
1952.....	17,165	2,427	19,592				

	Domestic Market	Export Market	Total		Domestic Market	Export Market	Total
TRUCKS WITH DIESEL ENGINES				BUSES WITH DIESEL ENGINES			
1939.....	1,251	518	1,769	1939.....	351	10	361
1940.....	1,237	1,344	2,581	1940.....	1,031	67	1,098
1941.....	1,997	2,259	4,256	1941.....	1,162	17	1,179
1946.....	1,961	2,383	4,344	1946.....	2,263	53	2,316
1947.....	2,605	3,604	6,209	1947.....	4,395	717	5,112
1948.....	3,684	2,014	5,698	1948.....	5,108	1,194	6,302
1949.....	4,885	1,162	6,047	1949.....	2,232	352	2,584
1950.....	12,682	1,221	13,903	1950.....	1,992	363	2,355
1951.....	13,931	2,563	16,494	1951.....	3,559	465	4,024
1952.....	10,548	2,617	13,165	1952.....	1,984	687	2,671

	Domestic Market	Export Market	Total		Domestic Market	Export Market	Total
MOTOR COACHES, CITY TYPE				MOTOR COACHES, INTERCITY TYPE			
1946.....	6,764	778	7,542	1946.....	2,276	107	2,383
1947.....	11,799	1,821	13,620	1947.....	3,451	500	3,951
1948.....	6,971	1,267	8,238	1948.....	2,558	468	3,026
1949.....	3,402	398	3,800	1949.....	690	165	855
1950.....	2,748	705	3,453	1950.....	581	178	759
1951.....	4,754	551	5,305	1951.....	1,233	121	1,354
1952.....	1,997	627	2,624	1952.....	691	218	909

	Domestic Market	Export Market	Total		Domestic Market	Export Market	Total
MOTOR COACHES, SPECIAL				SCHOOL BUS CHASSIS**			
1946.....	159	7	166	1946.....	24,193	10,058	34,251
1947.....	1,400	139	1,539	1947.....	19,024	10,051	29,075
1948.....	997	38	1,035	1948.....	15,387	8,368	23,755
1949.....	802	54	856	1949.....	9,991	4,305	13,896
1950.....	683	13	696	1950.....	13,778	6,175	19,953
1951.....	2,797	4	2,801	1951.....	23,646	8,245	31,891
1952.....	1,823	19	1,842	1952.....	14,429	5,023	19,452

	Domestic Market	Export Market	Total (Car)		Domestic Market	Export Market	Total (Truck)	Grand Total
STATION WAGONS, PASSENGER CAR CHASSIS				STATION WAGONS, TRUCK CHASSIS				
1932.....	*	*	1,406	1932.....	*	*	*	*
1933.....	*	*	2,054	1933.....	*	*	40	2,094
1934.....	*	*	2,897	1934.....	*	*	175	3,072
1935.....	*	*	4,551	1935.....	*	*	556	5,107
1936.....	*	*	6,372	1936.....	*	*	1,020	7,392
1937.....	*	*	9,983	1937.....	*	*	4,055	14,038
1938.....	*	*	9,075	1938.....	*	*	2,701	11,776
1939.....	*	*	17,331	1939.....	*	*	2,573	19,904
1940.....	*	*	24,677	1940.....	*	*	3,455	28,132
1941.....	*	*	30,961	1941.....	*	*	5,048	36,009
1946.....	26,043	2,714	28,757	1946.....	*	*	2,608	31,365
1947.....	68,043	11,723	79,766	1947.....	2,054	153	2,207	81,973
1948.....	95,127	7,336	102,463	1948.....	6,896	953	7,849	110,312
1949.....	84,852	6,131	90,983	1949.....	12,518	1,112	13,630	104,613
1950.....	131,549	10,148	141,697	1950.....	16,719	1,528	18,247	159,944
1951.....	161,321	17,368	178,689	1951.....	14,980	2,071	17,051	195,740
1952.....	158,571	10,465	169,036	1952.....	17,266	3,349	20,615	189,651

* Not available.

** Does not represent actual school bus production, because a considerable number of chassis are used for other purposes.

SOURCE: Automobile Manufacturers Association.

South America Is Largest Truck Export Market

U. S. Motor Truck & Bus Exports, 1952

NORTH & CENTRAL AMERICA			EUROPE		
Trucks	Buses	Total	Trucks	Buses	Total
Bahamas.....	53	—	Austria.....	29	—
Bermuda.....	9	—	Belgium.....	8,609	222
Br. Honduras.....	15	—	Denmark.....	561	—
Canada.....	3,794	174	Estonia.....	1	—
Costa Rica.....	782	5	Finland.....	641	1
Cuba.....	8,033	336	France.....	37	—
Dom. Republic.....	1,280	34	Germany W.....	10	—
Fr. W. Indies.....	61	—	Greece.....	83	12
Greenland.....	2	—	Iceland.....	56	6
Guatemala.....	817	36	Ireland.....	376	—
Haiti.....	501	5	Italy.....	5	—
Honduras.....	676	9	Netherlands.....	470	—
Jamaica.....	15	—	Norway.....	147	2
Leeward Islands.....	2	—	Portugal.....	9	—
Mexico.....	17,638	557	Spain.....	728	4
Miquelon.....	1	—	Sweden.....	1,017	—
Netherlands Antilles.....	323	7	Switzerland.....	329	—
Nicaragua.....	502	7	Turkey.....	946	42
Panama—C.Z.....	322	71	Un. Kingdom.....	5	—
Salvador.....	643	23	Yugoslavia.....	234	1
Trinidad.....	6	—			
Total.....	35,475	1,264	14,293	290	14,583
SOUTH AMERICA			OCEANIA		
Argentina.....	1,788	2	Australia.....	1,137	4
Bolivia.....	1,137	3	Br. W. Pac. Isls.....	7	—
Brazil.....	23,256	720	Fr. Pac. Is.....	121	—
Br. Guiana.....	4	—	New Zealand.....	74	—
Chile.....	2,592	70	W. Pac. Isls.....	1	—
Colombia.....	7,974	383			
Ecuador.....	1,351	—	Total.....	1,340	4
Fr. Guiana.....	10	—			
Paraguay.....	254	1			
Peru.....	4,185	52			
Surinam.....	62	9			
Uruguay.....	3,037	25			
Venezuela.....	10,815	413			
Total.....	56,465	1,678			
ASIA			AFRICA		
Aden.....	30	—	Algeria.....	24	—
Afghanistan.....	466	—	Angola.....	883	2
Arabia.....	2,961	65	Belgian Congo.....	5,200	39
Bahrein.....	254	14	Br. E. Africa.....	55	—
Br. Malaya.....	280	—	Br. Somaliland.....	9	—
Burma.....	308	—	Br. W. Africa.....	8	—
Ceylon.....	339	52	Cameroon.....	270	3
Hong Kong.....	11	—	Canary Isls.....	10	—
India.....	4,290	72	Egypt.....	1,454	80
Indochina.....	682	—	E. It. Africa.....	4	—
Indonesia.....	5,541	319	Ethiopia.....	203	—
Iran.....	346	—	Fr. Equat. Africa.....	128	—
Iraq.....	1,275	15	Fr. Morocco.....	2,180	62
Israel, Palestine.....	1,048	36	Fr. Somaliland.....	24	—
Japan.....	417	—	Fr. West Africa.....	296	2
Jordan.....	44	—	Gold Coast.....	8	—
Korea.....	1	2	Liberia.....	272	1
Kuwait.....	1,088	3	Libya.....	23	—
Lebanon.....	338	21	Madagascar.....	163	—
Macao.....	22	—	Madeira.....	3	—
Other Port. Asia.....	51	—	Mozambique.....	115	—
Pakistan.....	1,198	8	Nigeria.....	532	—
Philippine Republic.....	2,441	152	No. Rhodesia.....	11	—
Syria.....	561	100	Port W. Africa.....	9	—
Taiwan.....	354	76	So. Rhodesia.....	71	—
Thailand.....	2,901	38	Sp. Africa.....	35	1
			Sudan.....	13	—
			Tangier.....	74	—
			Tunisia.....	5	—
			Un. So. Africa.....	4,112	13
Total.....	27,247	1,014	16,194	203	16,397
Total.....	27,247	1,014	181,014	4,483	185,467

SOURCE: U. S. Department of Commerce, F.T. 410.

1952 World Production of Trucks and Buses 2,400,000

51% of Which Was Produced in United States

Number of Units	1938 Trucks & Buses	1951			1952		
		Trucks	Buses	Total	Trucks	Buses	Total
United States.....	488,100	1,418,868	9,460	1,428,328	1,212,790	5,375	1,218,165
Canada.....	42,325	131,950	577	132,527	149,611	565	150,176
Subtotal.....	530,425	1,550,818	10,037	1,560,855	1,362,401	5,940	1,368,341
Australia.....	0	7,854	0	7,854	22,000	①	22,000 ②
Austria.....	(Included with Germany)	2,000	359	2,359	2,624	291	2,915
Belgium.....	201	N.A.	N.A.	N.A.	475	75	550
Czechoslovakia.....	1,600	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Denmark.....	303	N.A.	N.A.	N.A.	50	③	50
Finland.....	180	110	173	283	450	④	450
France.....	25,298	128,364	2,724	131,088	128,004	2,286	130,290
Germany ①.....	75,777	84,992	4,226	89,218	122,974	4,330	127,304
Hungary.....	553	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
India.....	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Italy.....	11,175	24,607	1,679	26,286	23,259	1,534	24,793
Japan.....	15,600	34,248	⑤	34,248	92,255 ⑥	4,167	96,422
Netherlands.....	N.A.	1,286	N.A.	1,286	988	209	1,197
Poland.....	820	N.A.	N.A.	N.A.	2,800 ⑦	—	2,800
Spain.....	N.A.	300	0	300	500	⑧	500
Sweden.....	4,914	6,632	975	7,607	9,256	1,448	10,704
Switzerland.....	600	N.A.	N.A.	N.A.	424	103	527
United Kingdom.....	103,849	257,964	⑨	257,964	232,925	8,733	241,658
U.S.S.R. ④.....	183,756	369,200	6,400	375,600	364,000	6,000	370,000
World Total.....	955,051	2,468,375	26,593	2,494,968	2,365,385	35,116	2,400,501

N.A.—Not available. ① Data for 1951 and 1952 for West Germany. ② Included with trucks. ③ Including 62,265 3-wheeled trucks. ④ Estimated by A.M.A. for 1952. ⑤ All kinds of vehicles but probably mostly trucks, estimated by The American Automobile. ⑥ In addition 26,000 trucks were imported in knocked-down condition and assembled.

U. S. Truck Exports 39% of World Exports in 1952

Imports and Exports of Motor Vehicles by Producing Countries

	IMPORTS				EXPORTS			
	1951		1952		1951		1952	
	Trucks	Buses	Trucks	Buses	Trucks	Buses	Trucks	Buses
United States.....	249	3	481	10	209,648	7,044	151,772	4,453 ①
Canada.....	5,642	61	4,087	241	23,308	—	38,268	0
Australia.....	42,753	②	63,183	③	0	0	261	0
Austria.....	1,124	0	1,636	④	498	40	1,186	—
Belgium & Luxembourg	18,438	⑤	20,517	301	916	14	2,038	3
Denmark.....	7,415	116	15,136	437	2,001	9	581	2
Finland.....	6,711	⑥	8,440	⑦	7	—	8	⑧
France.....	1,656	257	793	⑨	30,692	1,408	24,925	627
Germany (West).....	1,407	0	412	⑩	27,720	1,061	35,880	—
Italy.....	209	1	130	⑪	3,101	244	1,319	134
Japan.....	N.A.	N.A.	427	115	6,580	153	681	184
Netherlands.....	4,800	5	5,044	38	518	78	985	46
Norway.....	8,769	282	9,928	347	0	0	0	0
Spain.....	N.A.	N.A.	3,492	⑫	0	0	N.A.	N.A.
Sweden.....	5,041	⑬	6,249	⑭	1,246	⑮	4,861	⑯
Switzerland.....	4,585	0	2,900	⑰	⑱	—	419	—
United Kingdom.....	N.A.	N.A.	2,407	⑲	137,136	893	124,212	4,261
Total.....	108,799	725	145,362	1,489	436,791	10,791	387,396	9,710

N.A.—Not available. ① Includes school buses. ② Included with trucks, if any. ③ Included with passenger cars.

SOURCE: Motor Vehicle Division, National Production Authority.

240,000 Motor Buses In Use In 1952

132,000 School Buses and 108,000 Commercial Buses

	School Commercial				School Commercial		
	①	②	Total		①	②	Total
Alabama.....	4,348	1,563	5,911	Nevada.....	111	240	351
Arizona.....	541	1,057	1,598	New Hampshire.....	395	544	939
Arkansas.....	3,039	827	3,866	New Jersey.....	1,980	5,482	7,462
California.....	5,624	6,991	12,615	New Mexico.....	1,245	771	2,016
Colorado.....	1,481	977	2,458	New York.....	6,327	11,480	17,807
Connecticut.....	1,708	1,468	3,176	North Carolina.....	7,850	2,761	10,611
Delaware.....	291	197	488	North Dakota.....	117	217	334
Florida.....	3,834	1,659	5,493	Ohio.....	6,979	5,114	12,093
Georgia.....	4,511	1,659	6,170	Oklahoma.....	4,753	1,229	5,982
Idaho.....	803	334	837	Oregon.....	1,560	1,410	2,970
Illinois.....	5,000	5,245	10,245	Pennsylvania.....	4,833	6,324	11,357
Indiana.....	5,997	2,552	8,549	Rhode Island.....	208	460	668
Iowa.....	3,400	475	3,875	South Carolina.....	3,368	2,056	5,424
Kansas.....	1,012	1,006	2,018	South Dakota.....	263	369	632
Kentucky.....	2,681	1,773	4,454	Tennessee.....	1,886	2,395	4,281
Louisiana.....	3,998	936	4,934	Texas.....	9,987	5,275	15,262
Maine.....	1,051	372	1,423	Utah.....	553	442	995
Maryland.....	2,366	2,515	4,881	Vermont.....	589	132	721
Massachusetts.....	854	7,144	7,998	Virginia.....	3,186	2,873	5,759
Michigan.....	5,464	5,274	10,738	Washington.....	2,115	1,474	3,589
Minnesota.....	4,204	1,932	6,136	West Virginia.....	1,656	1,291	2,947
Mississippi.....	3,908	1,106	5,014	Wisconsin.....	2,690	1,606	4,296
Missouri.....	2,400	3,527	5,927	Wyoming.....	676	318	994
Montana.....	711	263	974	Dist. of Columbia.....	—	2,099	2,099
Nebraska.....	348	827	1,175	Total.....	132,201	107,941	240,142

① Includes a few institutional and industrial buses registered free or at a reduced rate.

② In a few instances privately owned school buses are included with commercial buses.

SOURCE: U.S. Bureau of Public Roads (Table MV-10).

1952 Intercity Bus Passenger Miles Doubled Since 1940

	CLASS I INTERCITY CARRIERS ①				All Intercity Bus Passenger Miles ② (Billions)
	Number of Companies	Passengers Carried	Employees	Buses Owned	
1939.....	165	225,302,000	22,659	7,263	9.5
1940.....	154	246,571,000	23,045	7,636	10.2
1941.....	156	305,556,000	26,066	9,088	13.6
1942.....	163	505,588,000	33,759	11,280	21.4
1943.....	189	561,493,000	42,222	12,649	26.0
1944.....	225	534,050,000	45,003	13,617	27.4
1945.....	263	586,726,000	47,594	14,530	27.5
1946.....	287	549,383,000	52,292	14,949	26.9
1947.....	283	512,175,000	50,351	15,678	24.6
1948.....	288	509,104,000	50,700	16,362	24.3
1949a ③.....	288	441,227,000	48,224	15,885	23.3
1949b ③.....	200	415,000,000	46,420	14,950	23.3
1950.....	194	366,006,000	42,290	14,208	22.3
1951.....	187	363,907,000	42,526	14,135	22.6
1952.....	179	337,200,000	41,700	14,100	21.7

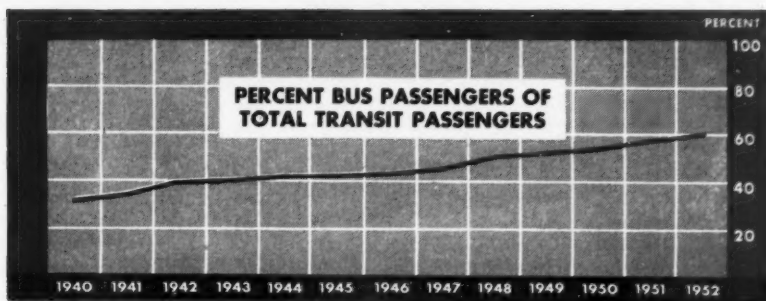
① About 2,500 separate companies are currently engaged in intercity passenger-carrier operations by bus. No comprehensive data are available for the estimated 1,500 carriers providing intrastate service only. Of the approximately 1,000 companies in interstate commerce only 179 were counted as Class I carriers in 1952. They provided about 82% of all intercity passenger miles of travel by bus.

② Includes intercity passenger miles of Class II and III carriers and intrastate carriers.

③ For the years 1939 through 1949(a) Class I carriers include all intercity carriers subject to the jurisdiction of the Interstate Commerce Commission reporting annual revenues of \$100,000 or more. Beginning with 1950 the requirement for inclusion in the Class I group was \$200,000. Figures for 1949(b) relate to carriers qualifying as Class I under the present rule.

SOURCE: National Association of Motor Bus Operators and Interstate Commerce Commission.

59% of Transit Passengers Travel on City Buses



Total Passengers Carried by Local City Buses

Year	Motor Bus (Millions)	Grand Total (Millions)	Percent By Bus	Year	Motor Bus (Millions)	Grand Total (Millions)	Percent By Bus
1940	4,239	13,098	32.4	1947	10,332	22,540	45.8
1941	4,931	14,085	35.0	1948	10,728	21,368	50.25
1942	7,245	18,000	40.2	1949	10,162	19,008	53.4
1943	9,019	22,000	41.0	1950	9,420	17,246	54.6
1944	9,646	23,017	41.9	1951	9,202	16,125	57.1
1945	9,886	23,254	42.5	1952	8,878	15,119	58.7
1946	10,199	23,372	43.6				

Transit Coaches in Use by Size of City

Population Group	1946	1947	1948	1949	1950	1951	1952
Over 1,000,000	10,140	10,572	11,672	10,968	11,100	11,780	11,580
500,000-1,000,000	5,930	6,847	7,175	6,890	7,040	7,200	6,990
250,000-500,000	6,920	8,150	8,357	8,257	8,130	8,100	7,990
100,000-250,000	9,450	10,266	10,510	10,097	9,760	9,650	9,120
50,000-100,000	7,520	7,917	7,749	7,658	7,430	7,310	6,980
Less than 50,000	7,380	7,723	7,653	7,722	7,730	7,740	7,450
Suburban & Other	5,110	5,442	5,424	5,443	5,630	5,880	5,870
Total	52,450	56,917	58,540	57,038	56,820	57,660	55,980

1945—49,670; 1944—48,400; 1943—47,100; 1942—46,000; 1941—39,300; 1940—35,000.

Number of Transit Coaches Delivered, 1943-1952

	29 Seats or Less	30-39 Seats	40 Seats or More	Total
1943	847	179	225	1,251
1944	2,423	369	1,015	3,807
1945	1,757	1,183	1,501	4,441
1946	1,849	2,429	2,185	6,463
1947	1,951	3,717	6,361	12,029
1948	523	2,144	4,342	7,009
1949	289	1,344	1,725	3,358
1950	205	852	1,611	2,668
1951	148	1,711	2,693	4,552
1952	36	548	1,165	1,749

1942—7,200; 1941—5,600; 1940—3,984

SOURCE: American Transit Association.

7,210,000 Children Ride to School in 123,000 Vehicles

	Number of Pupils Enrolled Transported at Public Expense	VEHICLES USED						Expenditure of Public Funds for Transportation (Excluding Capital Outlay)
		Buses	Station Wagons, Cars, Other	Total	Publicly Owned ^①	Privately Owned	Total	
Ala.....	294,294	3,817	164	3,981	3,327	654	3,981	5,202,933
Aris.....	40,289	493	69	562	484	78	562	1,027,194
Ark.....	204,269 ^②	2,741	99	2,840	2,483	357	2,840	3,836,714
Cal.....	310,000 ^②	4,762	—	4,762	4,362 ^③	400 ^④	4,762	13,018,959
Colo.....	42,086 ^④	—	—	1,761 ^④	829 ^④	932 ^④	1,761 ^④	1,865,223 ^④
Conn.....	74,516	838	314	1,152	87	1,065	1,152	2,673,094
Dela.....	15,248	280	11	291	31	260	291	487,369
Fla.....	174,863 ^②	1,874	201	2,075	1,733	342	2,075	3,432,097
Ga.....	263,415	3,527	—	3,527	1,764	1,763	3,527	6,629,001
Idaho.....	59,748	820	37	857	580	277	857	2,055,337
Ill.....	200,000 ^②	4,400 ^②	600 ^②	5,000 ^②	3,300 ^②	1,700 ^②	5,000 ^②	12,000,000 ^②
Ind.....	259,769 ^④	—	—	5,743 ^④	—	—	5,743 ^④	8,933,456 ^④
Iowa.....	134,967	3,350	159	3,509	2,822	687	3,509	6,920,705 ^②
Kans.....	56,605	—	—	2,194	1,301	893	2,194	4,190,181
Ky.....	200,368	2,375	125	2,500	1,416	1,084	2,500	4,451,408
La.....	240,859	3,248	96	3,344	432	2,912	3,344	7,542,937
Maine.....	57,990	977	275	1,252	329	923	1,252	2,094,735
Md.....	126,004	1,394	91	1,485	275	1,210	1,485	3,666,385
Mass.....	104,957	1,350	—	1,350	50	1,300	1,350	3,582,073
Mich.....	229,834	—	—	3,687	3,603	84	3,687	8,447,438
Minn.....	142,397	2,948	479	3,427	1,918	1,509	3,427	5,122,420
Miss.....	214,479 ^②	3,965	497	4,462	2,223	2,239	4,462	4,989,380
Mo.....	187,418	2,759	639	3,398	1,458	1,940	3,398	10,870,244
Mont.....	27,148	583	102	685	223	462	685	1,944,494
Neb.....	12,000 ^②	382	149	531	315	216	531	1,080,000 ^②
Nev.....	4,633	120 ^②	133 ^②	253	107	146	253	250,173
N. H.....	24,169	395	351	746	50	696	746	1,117,424
N. J.....	134,314	—	—	1,957	—	—	1,957	4,658,775
N. M.....	37,653	917	83	1,000	38	962	1,000	2,238,732
N. Y.....	308,000	4,350	1,576	5,926	2,810	3,116	5,926	15,956,000
N. C.....	422,301	6,111	—	6,111	6,111	—	6,111	4,437,566
N. D.....	18,453	94	—	94	—	—	94	1,197,364
Ohio.....	399,899	6,475	196	6,631	5,211	1,420	6,631	10,288,511
Okl.....	136,350	3,155	216	3,371	2,899	472	3,371	6,040,449
Ore.....	125,169	1,567	65	1,632	1,228	404	1,632	4,082,056
Penn.....	329,125	5,048	266	5,314	584	4,730	5,314	12,850,000 ^②
R. I.....	12,776	106	23	129	39	90	129	338,055
S. C.....	142,037	2,291	107	2,398	1,642	756	2,398	3,517,984
S. D.....	15,109	307	—	307	—	—	307	943,386
Tenn.....	269,197	2,548	465	3,013	1,627	1,386	3,013	5,430,073
Texas.....	345,000	6,800	400	7,000	6,100	900	7,000	13,100,000
Utah.....	45,556	445 ^②	10 ^②	455	420	35	455	1,132,281
Vi.....	16,559	240	550	790	81	709	790	879,755
Va.....	308,917 ^②	3,002	50	3,052	2,250	802	3,052	5,700,246
Wash.....	153,510	2,091	231	2,322	2,072	250	2,322	4,332,341
W. Va.....	184,045	1,440	123	1,563	1,511	52	1,563	3,566,027
Wis.....	88,970	1,912	1,771	3,683	1,021	2,662	3,683	6,230,000
Wyo.....	15,180	451	223	674	272	402	674	1,027,724

TOTAL 7,210,447 96,548* 10,906* 122,796 71,418* 43,277* 122,796 \$235,378,699

* Partial totals.

① Based on ownership of chassis.

② Estimated on bases of average daily attendance or average daily membership.

③ Estimated.

④ Data for 1949-50.

⑤ Including Capital Outlay.

SOURCE: Office of Education, Federal Security Agency.

30% of Trucks in U. S. Are in 115 Counties

RANKED ACCORDING TO POPULATION OF COUNTIES

County, Principal City, State	County Pop. ①	Trucks ② Registered 7/1/52	County, Principal City, State	County Pop. ①	Trucks ② Registered 7/1/52
5 Boroughs, N. Y., N. Y.	8,022,700	124,142	Lake, Gary, Ind.	393,900	14,145
Cook, Chicago, Ill.	4,607,100	116,370	Bristol, Fall Riv. N. Bed., Mass.	388,800	13,819
Los Angeles ③, L. A., Cal.	4,540,900	205,745	Maricopa, Phoenix, Ariz.	386,000	27,308
Wayne, Detroit, Mich.	2,523,300	79,546	Luzerne, Wilkes-Barre, Pa.	382,500	14,089
Philadelphia, Phila., Pa.	2,104,900	55,875	Hampden, Springfield, Mass.	379,900	13,584
Allegheny, Pittsburgh, Pa.	1,530,300	47,530	Montgomery, Norristown, Pa.	367,800	14,795
Cuyahoga, Cleveland, O.	1,427,400	42,477	Ramsey, St. Paul, Minn.	366,800	15,280
St. Louis, St. Louis, Mo.	1,334,900	53,754	Oklahoma, Okla. City, Okla.	354,000	25,138
Baltimore, Baltimore, Md.	1,301,800	35,690	Onondaga, Syracuse, N. Y.	353,800	12,744
Middlesex ③, Lowell, Mass.	1,091,600	34,268	Pasaden, Paterson, N. J.	353,600	14,030
Essex, Newark, N. J.	941,600	34,958	Duval, Jacksonville, Fla.	339,200	15,867
Erie, Buffalo, N. Y.	929,200	29,058	Davidson, Nashville, Tenn.	335,900	14,241
Harris, Houston, Texas	914,100	48,130	Camden, Camden, N. J.	319,700	9,896
Suffolk, Boston, Mass.	896,300	26,669	Westmoreland, N. Kens., Pa.	315,600	12,812
Milwaukee, Milw., Wisc.	859,800	27,528	Kent, Grand Rapids, Mich.	304,400	13,715
Washington, D. C.	823,600	23,081	Henrico, Richmond, Va.	303,700	16,542
San Francisco, San Fr., Cal.	799,100	41,991	Pierce, Tacoma, Wash.	303,700	13,557
Alameda ③, Oakland, Cal.	788,900	35,353	Suffolk, Lindenhurst, N. Y.	297,800	15,987
King, Seattle, Wash.	765,200	34,958	Stark, Canton, Ohio	296,400	12,842
Hamilton, Cincinnati, Ohio	748,300	24,032	Salt Lake, S. L. City, Utah	293,100	16,077
Nassau, Hempstead, N. Y.	744,600	23,114	Douglas, Omaha, Neb.	291,400	12,620
Hennepin, Minneapolis, Minn.	700,600	26,786	Genesee, Flint, Mich.	287,200	10,106
Dallas, Dallas, Texas	689,600	35,317	Hillsborough, Tampa, Fla.	280,800	16,690
San Diego, San Diego, Cal.	681,900	29,383	Sedgwick, Wichita, Kan.	272,900	16,115
Hudson, Jersey City, N. J.	663,600	17,097	Tulsa, Tulsa, Okla.	271,000	19,606
Westchester, Yonkers, N. Y.	641,900	18,610	Berks, Reading, Pa.	257,800	12,433
DeKalb-Fulton, Atlanta, Ga.	634,300	30,274	Mobile, Mobile, Ala.	251,600	10,974
Cloy-Jackson, Kan. City, Kan.	615,300	27,631	Lackawanna, Scranton, Pa.	250,600	9,521
Dade, Miami, Fla.	600,100	28,526	Mercer, Trenton, N. J.	245,300	11,567
Orleans Parish, N. Orleans, La.	590,600	18,398	New Castle, Wilmington, Del.	233,000	12,724
Bergen, Hackensack, N. J.	587,000	19,177	Knox, Knoxville, Tenn.	232,300	9,060
Marion, Indianapolis, Ind.	583,500	29,425	Polk, Des Moines, Iowa	232,200	11,929
Providence, Providence, R. I.	583,500	22,622	Spokane, Spokane, Wash.	231,700	13,697
Jefferson, Birmingham, Ala.	582,700	22,917	Oneida, Utica, N. Y.	229,300	9,904
Hartford, Hartford, Conn.	562,300	22,930	Erie, Erie, Pa.	227,700	9,841
New Haven ③, N. Hav., Conn.	560,100	23,414	El Paso, El Paso, Texas	224,000	8,021
Worcester, Worcester, Mass.	557,800	20,481	Hamilton, Chattanooga, Tenn.	220,600	8,680
Franklin, Columbus, Ohio	532,800	23,540	St. Joseph, South Bend, Ind.	213,000	9,936
Essex, Lynn, Mass.	532,200	17,238	St. Louis, Duluth, Minn.	212,700	11,033
Fairfield, Bridgeport, Conn.	528,300	21,460	Mecklenb'g, Charlotte, N. C.	210,300	12,463
Bexar, San Antonio, Texas	526,900	23,588	Pulaski, Little Rock, Ark.	202,500	10,547
Shelby, Memphis, Tenn.	512,800	18,631	Laksh, Allentown, Pa.	201,100	8,903
Monroe, Rochester, N. Y.	501,800	15,767	Nueces, Corpus Christi, Tex.	190,800	10,459
Jefferson, Louisville, Ky.	496,700	19,812	Caddo Parish, Shrevep't, La.	183,900	10,911
Multnomah, Portland, Ore.	491,400	30,068	E. Baton Rouge, B. Rouge, La.	183,400	10,057
Oakland, Pontiac, Mich.	449,600	15,065	Peoria, Peoria, Ill.	179,500	8,465
Denver, Denver, Colo.	448,300	23,325	Travis, Austin, Texas	176,300	8,595
Norfolk, Norfolk, Va.	442,800	12,203	Wyandotte, Kan. City, Kan.	174,400	8,276
Trumbull-Mah'n'g, Yngst., O.	428,800	14,956	Vanderburgh, Evansville, Ind.	172,000	7,607
Summit, Akron, Ohio	428,500	15,688	Chatham, Savannah, Ga.	158,600	6,083
Union, Elizabeth, N. J.	426,800	13,790	Montgomery, Montg., Ala.	142,900	7,835
Montgomery, Dayton, Ohio	423,300	14,754			
Norfolk, Quincy, Mass.	411,800	10,571			
Tarrant, Ft. Worth, Texas	408,100	20,923			
Lucas, Toledo, Ohio	407,300	13,603			

Total, 115 Counties. 69,794,800 2,511,171
U. S. Total. 187,161,300 8,419,855
% 115 Co. of U.S. Total 44.4% 29.8%

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③ Additional cities of 100,000 population or more are contained in the following: Los Angeles County, Calif.—Long Beach and Pasadena; Middlesex County, Mass.—Cambridge and Somerville; Alameda County, Calif.—Berkeley; New Haven County, Conn.—Waterbury.

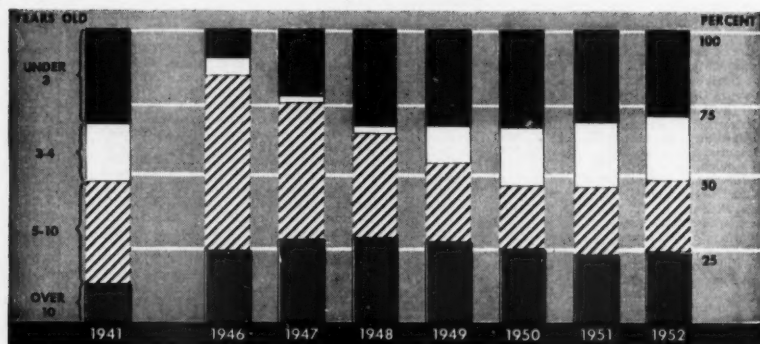
NOTE: Counties included in the above tabulation are those which contain one or more cities of 100,000 or more population, plus those counties without any such cities but with a total county population of 300,000 or more.

31,000 Truck Dealers in United States

Number	Number	Number	Number
Alabama..... 431	Kansas..... 811	New Hampshire... 166	Tennessee..... 527
Arizona..... 167	Kentucky..... 605	New Jersey..... 674	Texas..... 1,902
Arkansas..... 461	Louisiana..... 414	New Mexico..... 201	Utah..... 193
California..... 1,487	Maine..... 275	New York..... 1,744	Vermont..... 135
Colorado..... 378	Maryland..... 305	North Carolina... 686	Virginia..... 646
Connecticut..... 357	Massachusetts... 689	North Dakota..... 441	Washington..... 536
Delaware..... 73	Michigan..... 1,151	Ohio..... 1,322	W. Virginia..... 447
Florida..... 469	Minnesota..... 1,182	Oklahoma..... 657	Wisconsin..... 1,206
Georgia..... 630	Mississippi..... 484	Oregon..... 395	Wyoming..... 185
Idaho..... 303	Missouri..... 836	Pennsylvania..... 1,871	D. of C..... 54
Illinois..... 1,718	Montana..... 365	Rhode Island..... 104	
Indiana..... 972	Nebraska..... 591	South Carolina... 340	
Iowa..... 1,080	Nevada..... 74	South Dakota..... 418	
			Total..... 31,149

SOURCE: "Motor Age", number of dealers as of January 1, 1953.

2.3 Million Trucks Are Pre-War Models



Number and Percent of Motor Trucks in Use by Age Groups as of July 1

Age in Years ⁽¹⁾	1941			1951			1952		
	Number (000)	Percent Simple	Percent Cum.	Number (000)	Percent Simple	Percent Cum.	Number (000)	Percent Simple	Percent Cum.
Under 1	467	10.4	100.0	511	6.4	100.0	367	4.4	100.0
1-2	552	12.3	89.6	1,092	13.6	93.6	996	12.0	95.6
2-3	438	9.8	77.3	945	11.8	80.0	1,103	13.2	83.7
3-4	334	7.5	67.5	971	12.1	68.2	935	11.2	70.4
4-5	553	12.3	60.0	787	9.8	56.1	954	11.4	59.2
5-6	515	11.5	47.7	717	9.0	46.2	762	9.1	47.8
6-7	332	7.4	36.2	158	2.0	37.3	692	8.3	38.7
7-8	249	5.6	28.8	70	.9	35.3	148	1.8	30.4
8-9	124	2.8	23.2	24	.3	34.4	64	.8	28.6
9-10	90	2.0	20.4	243	3.0	34.1	23	.3	27.8
10-11	163	3.6	18.4	534	6.7	31.1	222	2.7	27.6
11-12	164	3.7	14.8	382	4.8	24.4	476	5.7	24.9
12-13	202	4.5	11.1	286	3.6	19.7	336	4.0	19.2
13-14	103	2.3	6.6	200	2.5	16.1	246	3.0	15.2
14-15	192*	4.3*	4.3*	305	3.8	13.6	167	2.0	12.2
15-16	—	—	—	253	3.2	9.8	250	3.0	10.2
16-17	—	—	—	144	1.8	6.6	200	2.4	7.2
17-18	—	—	—	386*	4.8*	4.8*	112	1.3	4.8
18-19	—	—	—	—	—	—	71	.9	3.5
19 and Older	—	—	—	—	—	—	221	2.7	2.6
Sub-total	4,479	100.0	—	8,008	100.0	—	8,344	100.0	—
Year not given	73	—	—	57	—	—	76	—	—
TOTALS	4,552	—	—	8,065	—	—	8,420	—	—
Average Age	5.6 Years	—	—	6.6 Years	—	—	6.6 Years	—	—

⁽¹⁾ Each class interval includes the lower, but not the higher, age given.

* Includes cars in older age groups.

SOURCE: R. L. Polk and Company.

Total Motor Truck Registrations By States

	PRIVATELY OWNED				PRIVATELY AND PUBLICLY OWNED ^①			
	1941	1950	1951 ^②	1952 ^③	1941	1950	1951 ^②	1952 ^③
Ala.....	74,706	162,630	168,412	166,598	78,380	168,866	174,780	173,583
Aris.....	26,689	58,737	64,584	72,058	30,129	62,719	66,943	76,692
Ark.....	77,191	150,007	160,470	160,162	79,783	153,595	163,886	163,725
Calif.....	343,853	615,060	655,902	686,051	370,060	652,077	692,843	724,587
Colo.....	57,782	123,713	131,657	136,285	59,806	129,573	138,901	143,745
Conn.....	79,256	91,336	95,173	96,694	82,241	95,228	99,278	101,059
Del.....	11,828	20,346	22,149	23,502	11,942	21,108	22,982	24,267
Fla.....	85,238	170,541	183,221	190,033	90,695	178,255	192,177	199,370
Ga.....	95,063	191,893	202,830	207,792	100,352	198,222	209,484	215,089
Idaho.....	36,419	71,683	75,339	76,046	38,903	75,322	79,215	79,893
Ill.....	222,222	343,717	361,696	361,708 ^④	234,514	355,378	373,825	374,039
Ind.....	144,088	229,833	249,600	253,473	150,479	236,279	256,470	260,692
Iowa.....	110,004	180,449	190,931	193,581	116,281	187,498	196,235	200,991
Kan.....	109,105	195,922	206,823	215,345	109,601	202,730	213,932	223,096
Ky.....	81,663	168,236	171,445	181,705	86,657	175,064	179,203	186,961
La.....	82,370	147,336	157,220	160,705	86,021	152,063	161,962	165,558
Maine ^⑤	45,748	62,300	61,506	62,578	47,997	65,204	64,372	65,536
Md.....	64,204	101,515	106,873	111,727	66,493	104,390	109,943	114,904
Mass.....	108,735	162,400	164,455	164,003	109,866	171,461	175,381	173,786
Mich.....	148,635	288,891	306,213	309,691	150,190	304,012	321,875	326,115
Minn.....	129,710	192,160	202,143	208,240	134,513	199,013	208,896	215,661
Miss.....	71,060	145,918	154,323	157,181	75,185 ^⑥	150,574	158,987	162,235
Mo.....	161,468	287,082	270,190	274,359	167,062	263,363	276,759	280,933
Mont.....	51,126	78,274	82,466	83,371	55,534 ^⑦	82,401	86,587	87,495
Nebr.....	68,460	121,122	133,991	139,927	72,098	125,587	138,692	144,783
Nev.....	9,524	16,023	18,753	20,894	31,432	17,679	20,416	22,808
N. H.....	31,206	35,300	36,798	35,382	32,344	37,998	39,716	38,436
N. J.....	141,329	217,990	222,805	224,380	148,645	227,856	232,246	235,246
N. Y.....	30,806	59,597	65,889	68,388	33,676	62,687	69,383	71,941
N. M.....	340,863	454,740	465,160	457,143	362,679	478,442	489,443	481,857
N. C.....	98,422	201,781	218,209	227,769	104,239 ^⑧	211,661	227,308	236,944
N. D.....	40,788	82,016	86,480	89,071	42,029	83,835	88,425	91,040
Ohio.....	200,236	336,380	352,441	358,066	210,752	350,106	366,661	372,765
Okl.....	112,459	201,160	211,365	219,754	114,860 ^⑨	207,309	217,982	226,583
Ore.....	75,538	130,979	72,321 ^④	73,250 ^④	79,945	137,897	77,714 ^④	78,727
Pa.....	268,663	439,654	458,947	469,440	285,612	460,218	480,751	491,805
R. I.....	20,585	33,081	33,587	34,426	21,875	34,637	34,973	35,871
S. C.....	53,097	105,540	113,255	123,807	57,297 ^⑩	111,163	119,890	131,729
S. D.....	35,079	70,692	75,090	77,764	37,157	73,137	77,651	80,456
Tenn.....	81,022	169,771	182,753	194,084	88,139	181,053	193,863	205,829
Texas.....	369,103	610,777	660,342	661,210	382,061	633,242	682,638	685,267
Utah.....	24,229	46,117	48,807	51,957	26,292	48,339	51,592	54,928
Vt. ^⑤	9,729	14,637	14,639	14,498	9,880	15,390	15,399	15,379
Va.....	85,979	167,945	178,437	184,779	91,519	174,303	185,766	192,617
Wash.....	94,772	155,708	163,664	168,931	101,393	169,064	177,291	183,030
W. Va.....	55,301	111,883	110,160	115,172	59,896	116,112	114,476	118,088
Wis.....	159,786	222,361	228,277	227,245	169,667	234,019	239,784	239,656
Wyo.....	20,302	38,639	41,307	44,779	21,905	41,180	43,725	47,281
D. of C.....	13,803	18,641	18,673	18,531	15,438	20,740	21,053	20,738
Total.....	4,859,244	8,272,153	8,657,931	8,853,535	5,111,985	8,637,969	9,035,754	9,243,820

^① Includes Federal, State, County and Municipal vehicles. Vehicles owned by military services are not included.

^② Includes farm trucks registered at a nominal fee and restricted to use in the vicinity of the owner's farm. For 1952 these registrations were as follows: Connecticut 5,661; New Hampshire 3,873; New Jersey 10,480; New York 13,965; Rhode Island 1,944. ^③ Preliminary.

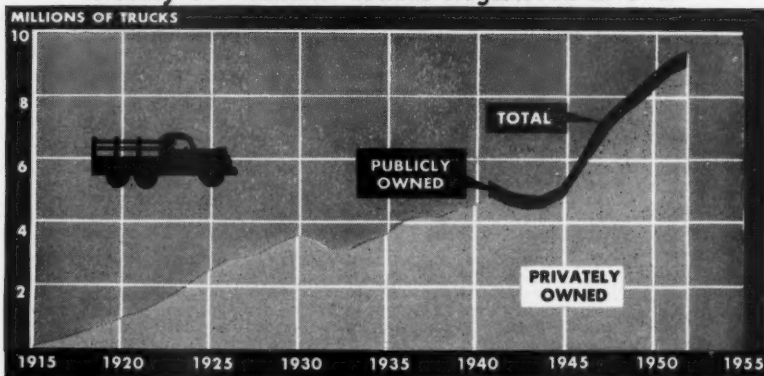
^④ Trucks with gross weights of 4,500 pounds or less are included with passenger cars; A.M.A. estimates about 70,000 such units for 1952, but not included in the 73,250.

^⑤ Trucks under 1,500 pounds capacity are included with passenger cars; A.M.A. estimates about 13,500 such units for 1952, but not included in the 14,498.

^⑥ Commercial full trailers are included with trucks. ^⑦ Publicly owned vehicles estimated by A.M.A.

SOURCE: U. S. Bureau of Public Roads.

Nearly 9½ Million Trucks Registered in U. S.



Truck Registrations in U. S., 1904 To Date

Year (Dec. 31st)	Privately Owned	% Total Private Motor Vehicles	Year (Dec. 31st)	Privately Owned	% Total Private Motor Vehicles	Year (Dec. 31st)	Privately Owned	% Total Private Motor Vehicles
1904	700	1.3	1915	158,506	6.4	1926	2,807,354	12.7
1905	1,400	1.8	1916	250,048	6.9	1927	2,969,780	12.8
1906	2,200	2.0	1917	391,057	7.6	1928	3,171,542	12.9
1907	2,900	2.0	1918	605,496	9.8	1929	3,408,088	12.9
1908	4,000	2.0	1919	897,755	11.8	1930	3,518,747	13.3
1909	6,050	1.9	1920	1,107,639	12.0	1931	3,489,756	13.5
1910	10,123	2.2	1921	1,281,508	12.2	1932	3,256,776	13.5
1911	20,773	3.2	1922	1,569,523	12.8	1933	3,245,505	13.6
1912	42,404	4.5	1923	1,849,086	12.2	1934	3,430,396	13.7
1913	67,667	5.4	1924	2,176,838	12.4	1935	3,675,865	14.0
1914	99,015	5.6	1925	2,483,215	12.5	1936	4,001,464	14.2

Year	Privately Owned	% of Total Private Motor Vehicles	Publicly Owned ^①	Total Trucks	% of Total Motor Vehicles
1937	4,249,219	14.3	195,111	4,444,330	14.8
1938	4,210,477	14.3	208,382	4,418,859	14.8
1939	4,406,702	14.4	228,428	4,635,130	14.9
1940	4,590,386	14.3	248,678	4,839,064	14.9
1941	4,859,244	14.1	252,741 ^②	5,111,985	14.8
1942	4,608,086	14.1	278,981	4,887,067	14.8
1943	4,480,176	14.7	246,561	4,726,737	15.3
1944	4,513,340	15.0	246,910	4,760,250	15.6
1945	4,834,742	15.8	245,060	5,079,802	16.4
1946	5,725,692	16.9	260,389	5,986,081	17.4
1947	6,512,628	17.4	296,063	6,808,691	18.0
1948	7,225,706	17.8	327,950	7,553,656	18.4
1949	7,692,569	17.4	335,447	8,028,016	18.0
1950	8,272,153 ^③	17.0	365,816	8,637,969 ^③	17.6
1951	8,657,931 ^③	16.9	377,823	9,035,754 ^③	17.4
1952	8,853,535 ^③	16.8	390,285	9,243,820 ^③	17.3
1953 (Est.)	—	—	—	9,460,000 ^③	17.3

① Omitted are the following publicly-owned and tax-exempt vehicles not classified by type: 1937—64,612; 1938—67,656; 1939—79,267; 1940—77,225. While some passenger cars and buses are included it is believed that a large percentage of these vehicles are motor trucks.

② Of the 66,061 state and local vehicles not reported by type in 8 states, trucks are estimated by AMA on basis of 1942 ratios in each state.

③ Includes trucks with restricted registration owned by farmers in 5 states. There were 35,923 such trucks in the 1952 count.

SOURCE: U. S. Bureau of Public Roads.

Trucks in Use Have Doubled Since 1941 in 23 States

Rank	1952		1952		Increase in		Change in		Civilian	
	Motor Truck	Registrations	Percent	Increase	Motor Truck	Registrations	Population	1941-1952	per Motor	Truck 1952
					Number	Percent	Percent			
1	Cal.	724,887	-0.7	Cal.	354,527	154.5	Ariz.	55.8	Wyo.	6.3
2	Texas	685,267	11.2	Texas	303,206	140.4	Cal.	51.5	N. D.	6.6
3	Pa.	491,805	-0.1	Pa.	206,193	133.5	Fla.	51.3	Mont.	6.7
4	N. Y.	481,857	4.6	Mich.	175,925	129.9	Nev.	47.5	Idaho	7.5
5	Ill.	374,039	3.5	Ohio	162,013	121.5	Ala.	41.3	Nev.	7.6
6	Ohio	372,765	1.8	Ill.	139,525	119.8	Fla.	38.2	S. D.	8.2
7	Mich.	326,115	5.6	N. C.	132,705	117.3	N. M.	32.1	Kan.	8.8
8	Mo.	280,933	3.7	N. Y.	119,178	117.1	Utah	31.1	Neb.	9.4
9	Ind.	260,692	2.7	Tenn.	117,690	116.6	Md.	29.0	Colo.	9.7
10	Wis.	239,656	0.9	Ga.	114,737	116.5	Mich.	25.1	N. M.	9.7
11	N. C.	236,944	0.1	Mo.	113,871	115.8	Texas	23.9	Okla.	9.8
12	N. J.	235,248	1.6	Kan.	113,497	115.8	Colo.	22.9	Ariz.	10.9
13	Okla.	226,583	1.4	Okla.	111,723	115.7	Del.	22.8	Ark.	11.3
14	Kan.	223,098	4.3	Ind.	110,213	114.3	Conn.	20.7	Tex.	11.6
15	Minn.	215,661	4.3	Fla.	108,675	113.6	N. J.	20.3	Iowa	13.1
16	Ga.	215,089	2.2	Va.	101,098	110.9	Va.	19.3	Wash.	13.1
17	Tenn.	205,829	1.8	Ky.	100,304	110.5	Wyo.	18.9	Miss.	13.2
18	Iowa	200,991	4.5	Ala.	95,203	108.9	Ind.	18.1	Utah	13.3
19	Fla.	199,370	-0.9	Miss.	87,050	105.4	Ohio	17.6	Maine	13.4
20	Va.	192,617	1.3	N. J.	86,603	105.2	Idaho	16.5	Del.	13.8
21	Ky.	186,961	3.2	Iowa	84,710	103.6	La.	15.5	N. H.	13.9
22	Wash.	183,030	2.0	Ark.	83,942	103.2	N. C.	15.1	Minn.	14.0
23	Mass.	173,786	1.5	Colo.	83,939	100.8	Kan.	13.9	Mo.	14.3
24	Ala.	173,583	1.0	Wash.	81,637	97.3	N. Y.	13.0	Wis.	14.7
25	La.	165,558	4.4	Minn.	81,148	97.2	W. Va.	12.4	Cal.	15.1
26	Ark.	163,725	11.7	La.	79,537	95.8	Ill.	12.3	Fla.	15.1
27	Miss.	162,235	-3.2	S. C.	74,432	92.5	R. I.	11.2	Ky.	15.2
28	Neb.	144,783	1.3	Neb.	72,685	90.5	Wash.	10.4	Ind.	15.6
29	Colo.	143,745	3.7	Wis.	69,989	79.4	Okla.	10.2	S. C.	15.7
30	S. C.	131,729	-1.5	Mass.	63,920	76.9	Minn.	10.1	Tenn.	15.7
31	W. Va.	118,088	4.2	W. Va.	58,192	73.2	Tenn.	9.9	Ga.	15.9
32	Md.	114,904	3.0	N. D.	49,011	72.8	Ga.	9.7	W. Va.	16.5
33	Conn.	101,059	1.7	Md.	48,411	72.8	Mass.	9.7	La.	16.7
34	N. D.	91,040	3.9	Ariz.	46,563	72.2	N. H.	8.8	Va.	17.0
35	Mont.	87,495	1.3	S. D.	43,299	68.1	Neb.	8.2	Ala.	17.3
36	S. D.	80,456	2.3	Idaho	40,990	64.0	Mont.	7.7	N. C.	17.3
37	Idaho	79,893	2.6	N. M.	38,265	60.3	S. D.	7.7	Ore.*	20.2
38	Ore.	78,727*	9.9	Mont.	31,961	59.5	Pa.	7.6	Mich.	20.5
39	Ariz.	76,692	3.6	Utah	28,636	58.3	Iowa	7.3	Conn.	20.8
40	N. M.	71,941	6.2	Wyo.	25,376	58.2	Ala.	6.9	Md.	21.2
41	Maine	65,536	0.4	Conn.*	18,818	57.6	Mo.	6.7	N. J.	21.4
42	Utah	54,928	6.5	Maine	17,539	55.7	Vt.	6.3	Pa.	21.6
43	Wyo.	47,281	-0.1	R. I.	13,996	41.3	D. of C.	6.3	Ohio	21.9
44	N. H.	38,436	3.7	Del.	12,325	36.5	Maine	3.2	R. I.	21.9
45	R. I.	35,871	3.2	Nev.	11,993	34.3	W. Va.	2.8	Ill.	23.6
46	Del.	24,267	3.2	N. H.	7,004	32.9	Ky.	2.1	Vt.**	24.1
47	Nev.	22,808	-0.1	Vt.**	5,499	22.9	Ark.	-1.2	Mass.	27.2
48	D. of C.	20,738	8.1	D. of C.	5,300	22.3	Miss.	-2.0	N. Y.	31.3
49	Vt.	15,379**	-1.5	Ore.*	-1,218	-1.5	N. D.	-2.8	D. of C.	38.4
Total U. S.		9,243,820	2.3		4,131,835	80.8		16.5		16.6

* Trucks with gross weights of 4,500 lbs. or less (about 70,000 units—AMA estimate) are included with passenger cars but have been omitted here.

** Trucks under 1,500 lbs. capacity (about 13,500 units—AMA estimate) are included with passenger cars but have been omitted here.

Truck Registrations in Rest of World Exceed U. S.

For First Time Since Beginning of The Industry



Total Trucks in U. S. 9,484,000, in Rest of World 10,152,000

Year	UNITED STATES		OUTSIDE U.S.		TOTAL		PERCENTAGE REGISTRATION	
	Units	% Yearly Change	Units	% Gain Yearly	Units	% Gain Yearly	U.S.	Out-side U.S.
1922	1,569,523		431,379		2,000,902		78.4	21.6
1923	1,849,086	17.8	548,191	27.1	2,397,277	19.8	77.1	22.9
1924	2,176,838	17.7	734,613	34.0	2,911,451	21.4	74.8	25.2
1925	2,501,023	14.9	1,008,360	37.3	3,509,383	20.5	71.3	28.7
1926	2,831,674	13.2	1,172,743	16.3	4,004,417	14.1	70.7	29.3
1927	2,997,439	5.9	1,417,291	20.8	4,414,730	10.2	67.9	32.1
1928	3,203,524	6.9	1,595,068	12.5	4,798,592	8.7	66.8	33.2
1929	3,442,087	7.4	1,895,211	18.8	5,337,298	11.2	64.5	35.5
1930	3,559,254	3.4	2,050,529	8.2	5,609,783	5.1	63.4	36.6
1931	3,531,636	-0.8	2,143,138	4.5	5,674,774	1.2	62.2	37.8
1932	3,300,252	-6.6	2,163,109	0.9	5,463,361	-3.7	60.4	39.6
1933	3,290,423	-0.3	2,189,954	1.2	5,480,377	0.3	60.0	40.0
1934	3,481,926	5.8	2,443,132	11.6	5,925,058	8.1	58.8	41.2
1935	3,734,859	7.3	2,513,096	2.9	6,247,955	5.4	59.8	40.2
1936	4,064,082	8.8	2,969,017	18.1	7,033,099	12.6	57.8	42.2
1937	4,510,496	11.0	3,284,596	10.8	7,795,092	11.0	58.0	42.0
1938	4,448,057	-1.5	3,806,353	15.9	8,290,410	6.3	53.6	46.4
1939	4,703,989	6.0	4,056,294	6.8	8,760,283	5.7	53.7	46.3
1940	4,911,705	4.5	3,972,032	-2.2	8,883,737	1.3	55.4	44.6
1946	6,159,666		4,795,657		10,955,323		56.2	43.8
1947	6,996,148	13.5	5,848,868	21.9	12,845,016	17.1	54.5	45.5
1948	7,734,637	10.6	6,755,565	15.5	14,490,202	12.8	53.4	46.6
1949	8,236,945	6.5	7,764,866	14.9	16,001,811	10.4	51.5	48.5
1950	8,861,621	7.6	8,526,271	9.8	17,387,892	8.7	51.0	49.0
1951	9,266,215	4.6	8,751,698	2.6	18,017,913	3.6	51.4	48.6
1952	9,483,962	2.3	10,152,533	16.0	19,636,495	9.0	48.3	51.7

NOTE: Includes publicly owned trucks and buses. For war years 1941-45 no registration data were compiled for most countries outside the U.S.

SOURCE: U.S. Department of Commerce, Bureau of Public Roads, and "The American Automobile (Overseas Edition)".

18,878,000 World Motor Truck Registrations, 1952

127 Percent Increase Over 1940

Trucks (1)			Buses (1)			Trucks (1)			Buses (1)		
NORTH & CENTRAL AMERICA						EUROPE					
Alaska	15,200		500			Albania	1,400		(2)		
Antigua	101		18			Austria*	51,094		3,626		
Bahamas*	804		7			Azores	400		(2)		
Barbados	1,045		156			Belgium*	156,825		3,175		
Bermuda	710		40			Bulgaria	9,000		1,000		
British Honduras	260		2			Czechoslovakia	61,500		1,800		
Canada	775,800		14,500			Denmark	75,500		2,800		
Costa Rica*	3,768		824			Finland*	45,794		4,399		
Cuba*	44,296		5,127			France	945,400		25,730		
Dominica	67		(2)			Germany (West)*	525,951		20,624		
Dominican Republic	4,230		574			Gibraltar	449		73		
Greenland*	99		1			Greece*	18,600		4,796		
Grenada	162		124			Holland	92,900		6,300		
Guadeloupe	1,108		709			Hungary	9,000		1,500		
Guatemala*	5,960		1,302			Iceland	6,075		295		
Haiti*	1,503		465			Ireland	27,930		1,230		
Honduras*	3,022		81			Italy	267,000		7,700		
Jamaica	4,609		862			Luxembourg	5,100		180		
Leeward Islands	14		12			Malta	2,468		557		
Martinique	3,141		313			Monaco	**		**		
Mexico	136,352		17,990			Norway*	65,993		4,063		
Netherlands W. I.	2,921		483			Poland	46,000		1,000		
Nicaragua	1,667		245			Portugal	31,127		2,500		
Panama*	7,220		**			Rumania	10,000		2,000		
Puerto Rico	20,440		865			Spain	85,919		8,025		
St. Kitts-Nevis	93		**			Sweden	100,774		8,700		
St. Lucia	126		90			Switzerland	43,795		2,200		
St. Pierre-Miquelon	57		0			United Kingdom	981,889		123,336		
St. Vincent	70		**			U. S. S. R.	2,320,000		30,000		
El Salvador	3,862		823			Yugoslavia	17,000		1,300		
Trinidad	4,602		356								
United States	9,243,820		240,142								
Virgin Islands	733		14								
Total	10,287,862		286,625			Total	6,004,883		268,909		
SOUTH AMERICA						ASIA					
Argentina	131,940		13,330			Afghanistan	4,000		225		
Bolivia	9,200		500			Arabia	13,032		(2)		
Brazil*	244,941		19,815			Bahrain Islands	415		40		
British Guiana	871		74			British No. Borneo	**		**		
Chile	34,124		4,900			Burma	**		**		
Colombia	34,200		9,000			Ceylon	14,000		3,820		
Dutch Guiana	797		130			China	46,000		4,000		
Ecuador	9,050		2,250			Cyprus*	3,710		(2)		
Falkland Islands	48		**			Formosa	12,604		1,994		
French Guiana	163		15			French Indo-China	11,000		(2)		
Paraguay	2,075		425			Hong Kong	3,100		400		
Peru	29,000		3,000			India	89,743		35,588		
Uruguay*	38,182		1,845			Indonesia	42,900		10,200		
Venezuela	84,132		4,424			Iran	15,243		5,210		
Total	588,723		59,408			Iraq	7,000		220		
OCEANIA						Israel	15,725		1,700		
Australia*	565,710		9,244			Japan	416,920		24,698		
Cook Island	92		0			Jordan	2,000		400		
Fiji Islands	1,150		340			Korea	9,700		1,000		
Guam	**		**			Lebanon	3,421		758		
Hawaii	26,851		752			Macao	50		(2)		
New Caledonia	1,541		**			Malaya*	17,933		1,943		
New Guinea-Papua	2,200		**			Pakistan	10,500		5,975		
New Zealand	110,879		2,331			Philippine Republic	46,709		8,094		
Ryukyu Islands	1,668		279			Sarawak	125		125		
Samoa (U. S.)	86		10			Singapore*	8,989		834		
Society Islands	**		**			Syria*	5,604		1,402		
Timor Island	171		(2)			Thailand	11,500		1,400		
Trust Territory	79		1			Turkey	15,404		3,755		
Other Oceania	**		**			Total	827,327		113,761		
Total	710,427		12,987			(Continued on page 24)					

508,000 Truck Trailers in Use in United States

Commercial Trailers, Generally 5-Tons and
Heavier, as of July 1, 1952

	Units		Units		Units
Ala.	10,753	Maine	1,485	Okla.	10,309
Ariz.	2,859	Md.	8,010	Ore.	13,278
Ark.	5,727	Mass.	11,897	Pa.	32,679
Calif.	40,000*	Mich.	27,328	R. I.	3,198
Colo.	4,292	Minn.	10,353	S. C.	7,060
Conn.	4,000*	Miss.	5,817	S. D.	1,515
Del.	814	Mo.	18,389	Tenn.	7,800*
D. of C.	1,170	Mont.	1,794	Texas	38,058
Fla.	8,346	Neb.	7,337	Utah	1,415
Ga.	7,018	Nev.	484	Vt.	933
Idaho	1,374	N. H.	952	Va.	6,970
Ill.	38,355	N. J.	14,238	Wash.	6,996
Ind.	25,338	N. M.	2,145	W. Va.	3,601
Iowa	8,063	N. Y.	22,904	Wis.	8,802
Kan.	6,022	N. C.	14,348	Wyo.	1,645
Ky.	8,000*	N. D.	1,500*		
La.	11,280	Ohio	33,467	Total	508,118

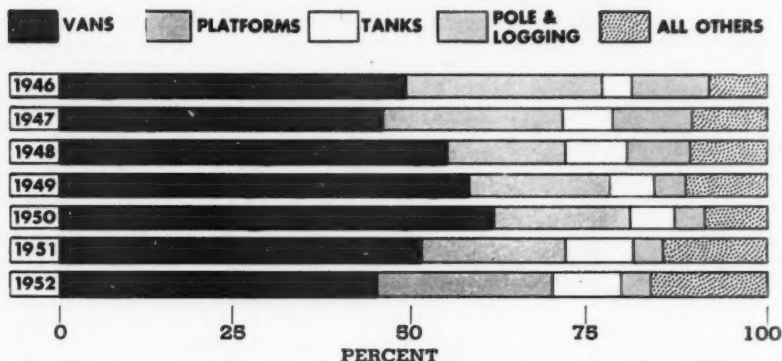
SOURCE: R. L. Polk & Co., except the states marked with (*), which have been estimated by the Automobile Manufacturers Association.

(Continued from preceding page)

	Trucks ①	Buses ①		Trucks ①	Buses ①
AFRICA					
Algeria*	48,474	1,434	Madagascar	8,006	288
Angola	10,750	①	Madeira	451	①
Belgian Congo	21,629	279	Mauritius	1,583	203
British East Africa:			Morocco, French*	35,324	①
Kenya*	19,879	908	Morocco, Spanish	1,450	①
Nyasaland	2,106	84	Mozambique	4,011	①
Tanganyika	6,876	845	Reunion Island	**	**
Uganda*	6,254	387	Rhodesia	33,400	392
Zanzibar	52	284	St. Thomas-Principe	199	②
British Somaliland	800	5	Seychelles Islands	54	①
British West Africa	30,900	①	Southwest Africa	6,000	①
Canary Islands	3,385	525	Sudan	**	235
Cape Verde Islands	41	①	Tangier	900	50
Cyrenaica	**	**	Tunisia	12,127	618
Egypt	15,150	4,760	Union of So. Africa	139,000	4,800
Eritrea	**	**	Total Africa	458,762	16,851
Ethiopia	3,750	100	World Total 1952	18,877,984	758,511
Fr. Equatorial Africa	13,950	①	World Total 1940	8,320,432	304,770
Fr. Somaliland	250	①	* U. S. Department of Commerce data.		
Fr. West Africa	27,100	610	** Not available.		
It. Somaliland	2,916	34	① Not complete for all territories.		
Liberia	900	10	② Included with trucks.		
Libya	1,125	②			

SOURCE: "The American Automobile" magazine, except for those countries marked (*), in which case the data is from the U. S. Department of Commerce.

Van Trailer Bodies Continue Most Popular



Truck Trailer Production and Value Shipments 1947-1952

	1947	1948	1949	1950	1951	1952
Vans:	23,254	23,199	18,317	38,016	32,571	24,043
Insulated and "Reefers".....	1,852	2,279	2,642	3,795	4,178	3,320
Furniture.....	1,185	546	*	*	1,365	1,394
Other Closed Top.....	18,601	18,372	14,056	30,295	23,673	16,785
Open Top.....	1,816	2,002	1,619	3,926	3,355	2,544
Platforms:	12,555	7,514	6,159	11,418	13,417	13,403
Cattle and Stake Racks.....	3,369	1,588	950	1,590	1,943	4,270
Grain Bodies.....	1,271	586	359	642	855	1,273
All Other Platforms.....	7,915	5,340	4,850	9,186	10,619	7,860
Tanks:	3,430	3,550	2,035	3,982	5,961	5,201
Petroleum.....	3,019	3,176	1,855	3,710	5,319	4,365
Other.....	411	374	180	272	642	836
Pole and Logging:	5,356	3,671	1,260	2,512	3,004	2,395
Single Axle.....	3,815	2,064	642	1,434	1,231	991
Tandem Axle.....	1,541	1,607	618	1,078	1,773	1,404
Low-Bed Heavy Haulers:	2,405	1,821	1,426	1,758	4,188	5,696
Dump Trailers.....	622	504	470	903	1,321	1,025
All Other Trailers.....	2,173	2,136	1,904	3,371	3,657	1,979
Complete Trailers, Total:	49,795	42,395	31,571	61,957	64,119	53,742
Trailer Chassis.....	3,301	2,083	1,526	2,344	3,265	3,385
Total (Incl. Chassis):	53,096	44,478	33,097	64,301	67,384	58,077
Value of Shipments (000)	\$138,383	\$139,996	\$119,098	\$228,504	\$245,315	\$228,366

* Combined with Other Closed Top. ① Includes 950 converter dollies in 1952.

SOURCE: "Facts for Industry", Bureau of Census.

Independent Petroleum Jobbers Owned 80,330 Trucks in 1952

	East	Midwest	West	Total
Semi-Tank Trailers.....	2,794	9,257	460	12,511
4-Wheel Tank Trailers.....	198	1,012	241	1,451
Standard Tank Trucks.....	10,121	28,758	3,422	42,301
Stake Trucks.....	1,608	3,663	722	5,993
Panel Trucks.....	1,019	1,975	140	3,134
Pick-Up Trucks.....	2,032	7,821	1,133	10,986
Unclassified.....	1,300	874	1,680	3,854
Total.....	19,072	53,360	7,798	80,230

SOURCE: National Petroleum News.

Truck Transportation Employs 6,260,000

One Out of Every Ten Employed in United States



	Employment
1. Production of motor trucks, parts, trailers and tires . . .	239,000
2. Sales and servicing	507,000
3. Petroleum refining	77,000
4. Federal and state roads	53,000
5. Truck drivers	5,384,000
Total	6,260,000

5,384,000 Motor Truck Drivers in United States

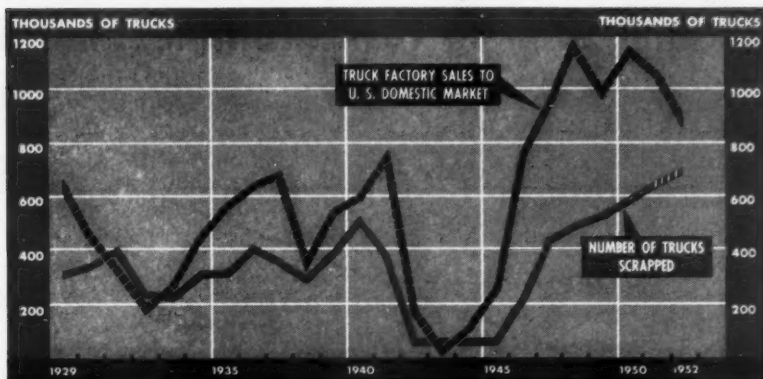
	Truck* Drivers & Other Employees	Bus** Employees (Common Carriers)	Total		Truck* Drivers & Other Employees	Bus** Employees (Common Carriers)	Total
Ala.	91,084	2,294	93,378	Nev.	14,217	218	14,435
Ariz.	50,766	695	51,461	N. H.	21,231	652	21,883
Ark.	77,382	1,248	78,630	N. J.	160,354	12,113	172,467
Calif.	460,384	12,005	472,389	N. M.	42,653	596	43,249
Colo.	74,883	1,378	76,261	N. Y.	307,762	20,468	328,230
Conn.	66,789	3,060	69,849	N. C.	133,887	4,175	138,062
Del.	15,554	207	15,761	N. D.	26,671	280	26,951
Fla.	128,542	2,912	131,454	Ohio.	234,629	7,765	242,394
Ga.	115,942	2,957	118,899	Okla.	120,706	2,372	123,078
Idaho.	37,107	360	37,467	Ore.	83,078	1,778	84,856
Ill.	219,946	11,208	231,154	Pa.	322,670	13,975	336,645
Ind.	154,930	3,603	158,533	R. I.	25,577	864	26,441
Iowa.	104,965	1,452	106,417	S. C.	75,274	1,078	76,352
Kan.	101,208	1,929	103,137	S. D.	32,035	400	32,435
Ky.	101,398	4,039	105,437	Tenn.	107,050	4,235	111,285
La.	99,105	2,974	102,079	Texas.	411,738	9,938	421,676
Maine.	34,705	1,039	35,744	Utah.	29,284	820	30,104
Md.	72,227	3,132	75,359	Vt.	13,918	285	14,203
Mass.	118,916	8,009	126,925	Va.	108,544	4,644	113,188
Mich.	202,180	9,100	211,280	Wash.	96,643	3,229	99,872
Minn.	110,306	2,847	113,153	W. Va.	72,446	3,268	75,714
Miss.	80,777	946	81,723	Wis.	122,233	2,804	125,037
Mo.	157,687	5,650	163,337	Wyo.	25,730	181	25,911
Mont.	35,761	562	36,323	D. of C.	14,813	2,190	17,003
Neb.	68,587	1,700	70,287	Total	5,384,274	183,634	5,567,908

* Estimated by assuming an .8 driver per nonfarm truck. Includes employees other than drivers of truck transportation companies.

** "Bus Transportation" estimate of employment in common carrier bus industry distributed by states on basis of number of common carrier buses in each state.

SOURCE: Estimates by Automobile Manufacturers Association.

4 Out of 5 Trucks Sold in 1952 Replaced Trucks Scrapped



Number of Motor Truck and Bus Factory Sales to Domestic Market Compared With Number of Units Scrapped

	Domestic Market Factory Sales*	Truck Scrapage		Domestic Market Factory Sales*	Truck Scrapage
1929.....	619,068	314,000	1941.....	743,932	375,000
1930.....	444,499	344,000	1942.....	164,325	62,000
1931.....	316,532	398,000	1943.....	34,420	62,000
1932.....	178,812	237,000	1944.....	102,295	62,000
1933.....	264,709	229,000	1945.....	254,039	62,000
1934.....	447,007	309,000	1946.....	742,679	215,000
1935.....	564,761	310,000	1947.....	972,006	433,000
1936.....	642,686	402,000	1948.....	1,154,775	494,000
1937.....	677,259	356,000	1949.....	984,375	534,000
1938.....	345,323	304,000	1950.....	1,144,855	589,000
1939.....	544,493	387,000	1951.....	1,056,535	651,000
1940.....	599,912	513,000	1952.....	874,062	700,000**

* Excluding sales to Federal Government 1946 to date, and sales to armed services 1940-1945.

** Preliminary.

SOURCE: Automobile Manufacturers Association.

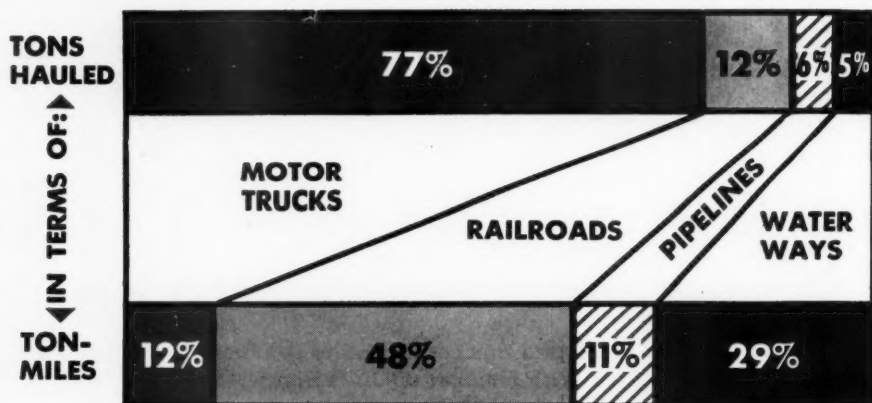
1952 Number and Value of U. S. Truck and Bus Exports






Motor Trucks & Chassis, Gasoline (New)	1951		1952	
	Number	Value	Number	Value
5,000 lbs. & under, GVW.....	67,961	\$ 80,297,969	47,449	\$ 57,823,401
5,001 to 10,000 lbs.....	30,141	43,377,983	25,105	39,520,090
10,001 to 14,000 lbs.....	14,172	21,514,496	8,468	14,388,986
14,001 to 16,000 lbs.....	66,567	113,333,165	42,025	75,852,882
16,001 to 19,500 lbs.....	16,482	39,325,285	13,016	32,670,588
19,501 lbs. & over.....	12,344	50,829,693	11,536	49,937,475
Diesel & Semi-Diesel Trucks (New)				
19,500 lbs. & under, GVW.....	381	1,892,357	1,224	4,315,193
Over 19,500 lbs.....	1,702	14,612,223	2,191	19,083,915
Total Trucks.....	209,720	\$364,883,143	181,014	\$293,562,530
Buses, Diesel.....	696	7,038,212	654	8,946,508
Buses & Bus Chassis, Gasoline.....	6,341	15,123,186	3,799	11,244,879
Total Trucks & Buses (New).....	216,757	\$387,044,541	185,467	\$313,753,917
Trucks, Buses & Chassis (Second Hand).....	3,125	4,675,778	3,203	5,173,032
Trailers (Truck).....	1,244	4,393,305	1,914	7,375,470

SOURCE: U.S. Department of Commerce.

Motor Trucks Serve

TRUCKS HAUL 77% OF TOTAL TONNAGE SHIPPED



		TONS HAULED		TON-MILES	
		BILLIONS	%	BILLIONS	%
TRUCKS		11.1	77	170	12
RAILROADS		1.7	12	690	48
PIPELINES		.9	6	152	11
WATER WAYS		.7	5	425	29
AIRWAYS		*	*	*	*
ALL AGENCIES		14.4	100%	1,437	100%

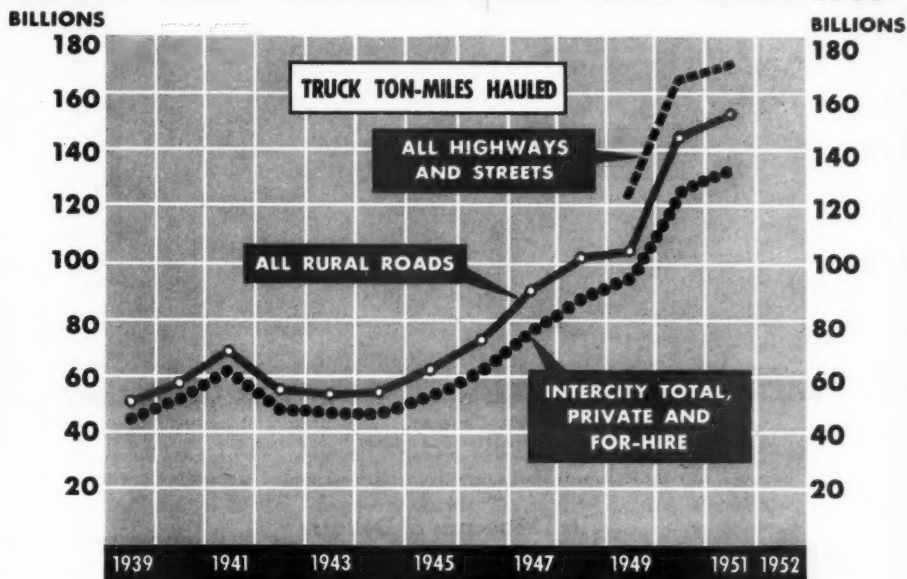
* 500,000 tons, 400 million ton-miles.

Source: Estimates for 1951 by Automobile Manufacturers Association, based on reports by government agencies. Truck data include 3.5 billion tons moved on urban hauls, accounting for 17.5 billion ton-miles.

e U.S. Economy



MOTOR TRUCK TON-MILES MORE THAN TRIPLE 1939



Note: Data for "All Highways and Streets" have been estimated by the Automobile Manufacturers Association.

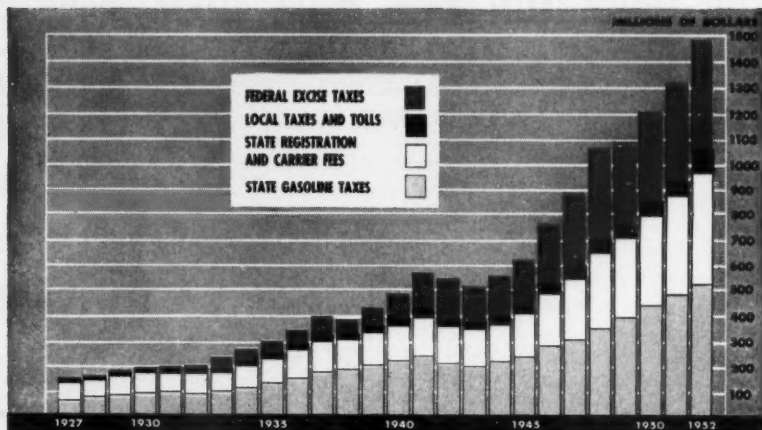
INTERCITY FOR-HIRE TRUCK REVENUE FIVE TIMES 1939

	Intercity Motor Carriers		Total Intercity Truck Ton-Miles (Billions) (3)	Total Ton-Miles on All Rural Roads (Billions) (4)
	Ton-Miles (Billions) (1)	Revenue (Millions) (2)		
1939.....	19.646	\$ 792.2	43.931	50.7
1940.....	20.683	867.0	50.047	57.8
1941.....	26.835	1,095.7	63.258	72.9
1942.....	28.083	1,212.7	48.626	55.8
1943.....	28.768	1,304.7	46.394	53.1
1944.....	27.253	1,351.9	47.395	54.3
1945.....	27.289	1,406.3	53.442	61.2
1946.....	30.448	1,654.5	64.300	73.5
1947.....	37.693	2,213.6	77.918	89.2
1948.....	46.706	2,698.1	87.640	100.1
1949.....	47.891	2,911.2	93.653	106.9
1950.....	65.648	3,737.1	125.995	143.2
1951.....	71.459	4,169.2	133.160	152.1

Column 1—Does not include intercity ton-miles of local carriers, local cartage or pick-up and delivery ton-miles, or ton-miles of carriers other than holders of I.C.C. operating authorities. Column 2—Includes intercity and local carriers. Column 3—Includes intercity ton-miles of private as well as for-hire carriers, excluding an intracity portion of intercity hauls and rural to rural hauls. Column 4—Excludes intracity ton-miles.

Source: Columns 1, 2 and 3: I.C.C. Statement No. 531, Jan. 1953. Column 4: Bureau of Public Roads.

1952 Special Truck Taxes Total \$1,480,000,000



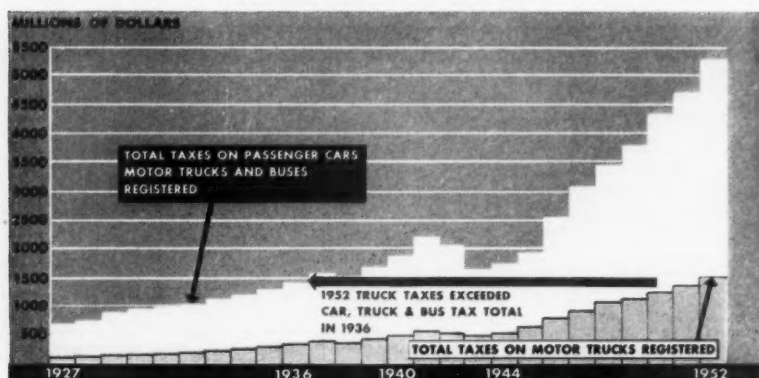
Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	State Registration Fees ①	State Motor Carrier & Trailer Fees ②	State Gasoline Tax ③	Special City & County Taxes ④	Bridge, Tunnel, Ferry, Road Tolls ⑤	Sub-Total of Preceding Columns	Federal Excise Taxes ⑥	Total Special Taxes
1929..	\$72,823	\$1,607	\$93,308	\$1,477	\$13,600	\$182,815	—	\$182,815
1930..	78,789	1,955	98,691	1,659	14,300	195,394	—	195,394
1931..	76,616	2,758	103,391	1,849	15,000	199,614	—	199,614
1932..	74,046	8,577	97,596	2,102	13,800	196,121	18,732	214,853
1933..	68,659	11,683	103,076	2,103	13,800	199,321	50,263	249,584
1934..	78,988	12,195	116,827	2,290	14,700	225,000	49,986	274,986
1935..	84,186	15,524	135,014	2,775	15,600	253,099	56,609	309,708
1936..	95,047	19,233	156,118	3,128	16,800	290,326	67,182	357,508
1937..	104,790	21,791	180,095	3,366	17,900	327,942	74,619	402,561
1938..	101,885	22,088	184,932	3,788	18,100	330,793	66,096	396,889
1939..	107,968	24,582	205,009	4,292	21,000	362,851	78,394	441,245
1940..	111,891	26,504	223,581	4,756	24,000	390,732	101,953	492,685
1941..	124,815	31,450	241,714	5,409	26,900	429,888	142,878	572,766
1942..	117,849	32,799	216,298	5,307	21,700	393,953	161,752	555,705
1943..	116,136	34,422	206,672	5,104	17,500	379,834	136,325	516,159
1944..	118,358	36,427	219,890	4,932	18,000	397,607	163,213	560,820
1945..	129,326	39,884	242,966	5,323	21,000	438,499	186,501	625,000
1946..	160,911	43,333	284,003	7,237	28,250	523,734	242,285	766,019
1947..	197,801	50,928	305,023	10,273	31,000	595,025	294,274	889,299
1948..	235,315	58,960	349,871	14,168	33,900	691,814	362,207	1,054,021
1949..	251,298	60,662	379,951	16,130	35,750	743,791	318,590	1,062,381
1950..	283,110	68,924	429,986	18,246	39,250	839,516	351,238	1,190,754
1951..	312,379	77,868	490,920	20,638	42,000	943,805	376,623	1,320,428
1952..	346,095	109,684	514,442	23,000	50,000	1,043,221	436,600	1,479,821

- ① Includes truck share of miscellaneous receipts. Based on data from U. S. Bureau of Public Roads.
 ② Estimated payments of motor carrier fees paid by buses have been deducted. Based on data from U. S. Bureau of Public Roads.
 ③ Estimated from data of U. S. Bureau of Public Roads and American Petroleum Institute.
 ④ Estimated by Automobile Manufacturers Association.
 ⑤ Estimated from data of U. S. Bureau of Internal Revenue. Not a road tax

Truck Taxes Alone Now Exceed 1936 Car, Truck, Bus Total



The Federal Coordinator of Transportation, Joseph Eastman, in his report entitled "Analysis of Highway and Street Costs and Motor Vehicle User Payments" (Vol. IV "Public Aids to Transportation"), issued in 1940, concluded that motor vehicles as a group had paid more than their fair share of highway and street costs from 1927 to 1937, the latest year analyzed. The above chart shows that motor trucks alone now pay more taxes than did passenger cars, buses and trucks combined in 1936 and earlier years.

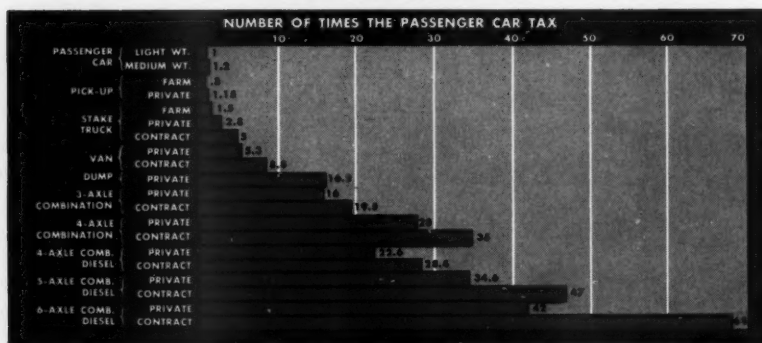
Special State Taxes on Motor Trucks By States, 1952

	State Registration Fees (1) (000)	State Gasoline Taxes (000)	Total (000)		State Registration Fees (1) (000)	State Gasoline Taxes (000)	Total (000)
Ala.....	\$ 4,646	\$11,585	\$16,231	Nev.....	\$ 1,417	\$ 1,090	\$ 2,507
Ariz.....	4,101	4,176	8,277	N. H.....	2,130	2,050	4,180
Ark.....	4,362	12,065	16,427	N. I.....	14,810	7,802	22,612
Calif.....	51,561	35,778	87,339	N. M.....	3,418	4,796	8,174
Colo.....	4,205	9,477	13,682	N. Y.....	34,841	21,184	56,025
Conn.....	3,605	4,481	8,086	N. C.....	13,695	18,475	32,174
Del.....	1,002	1,362	2,364	N. D.....	2,606	5,162	7,768
Fla.....	9,941	15,417	25,358	Ohio.....	32,643	16,593	49,236
Ga.....	2,627	14,450	17,077	Okl.....	8,840	16,554	25,394
Idaho.....	3,265	5,288	8,553	Ore.....	10,897	5,094	15,991
Ill.....	25,431	16,762	42,193	Pa.....	23,291	27,204	50,495
Ind.....	10,469	11,746	22,215	R. I.....	1,233	1,595	2,828
Iowa.....	13,437	8,971	22,408	S. C.....	3,860	10,044	13,904
Kan.....	7,043	12,479	19,522	S. D.....	2,807	4,906	7,713
Ky.....	6,240	14,742	20,982	Tenn.....	6,310	15,746	22,056
La.....	5,100	15,460	20,560	Texas.....	31,829	30,640	62,469
Maine.....	3,111	4,352	7,463	Utah.....	2,002	3,011	5,013
Md.....	4,918	6,475	11,393	Vt.....	1,935	840	2,775
Mass.....	6,007	8,174	14,181	Va.....	7,282	12,850	20,132
Mich.....	21,407	16,150	37,557	Wash.....	11,202	12,726	23,928
Minn.....	8,166	12,068	20,234	W. Va.....	5,614	6,674	12,288
Miss.....	3,928	12,752	16,680	Wis.....	11,667	10,531	22,198
Mo.....	6,709	7,633	14,342	Wyo.....	2,036	2,595	4,631
Mont.....	2,942	5,798	8,740	D. of C.....	1,374	966	2,340
Neb.....	3,817	8,109	11,926	Total.....	458,779	514,442	970,221

(1) Includes estimated truck share of miscellaneous receipts, commercial trailer registration fees and estimated truck share of motor carrier tax receipts. Due to difficulty in obtaining figures broken down by states, the following taxes and tolls on trucks have not been included above: City and County registration fees and gasoline taxes; bridge, ferry, tunnel and road tolls; and Federal excise taxes on gas and oil, trucks, parts, accessories, tires and tubes. With these taxes included, the U. S. total in 1952 is \$1,479,821,000.

SOURCE: Bureau of Public Roads (Tables MV-2, MC-1 and G-1). Motor truck portion estimated by Automobile Manufacturers Association.

Average Tax Per Truck Varies With Size and Use Up to 68 Times Average Car Tax



Registration Fees and Motor Fuel Taxes For Various Types and Sizes of Motor Trucks Compared To A Light Passenger Car

(This table shows the U. S. average per vehicle, based on a table of assumed typical specifications and average consumption of motor fuel, annual mileage driven, and for contract carriers the gross annual revenues, etc. The article in Bureau of Public Roads' quarterly publication "Public Roads", April 1953, presents similar data by states.)

Vehicle and Service	AVERAGE FEE FOR ALL STATES ^①				
	Registration Fee, Etc.	Motor-Fuel Tax	Total Road-User Taxes	Property Tax	Total
Passenger Car:					
Light-weight	\$ 11.95	\$ 30.36	\$ 42.31	\$ 28.41	\$ 58.88
Medium-weight	14.67	38.16	52.83	38.45	75.26
Pickup:					
Farm	13.79	20.40	34.19	16.25	43.67
Private	16.97	31.63	48.60	23.86	62.52
Stake truck:					
Farm	32.80	28.99	61.79	22.31	74.80
Private	51.07	70.26	121.33	32.96	140.55
Contract	94.16	117.12	211.28	32.96	230.51
Van:					
Private	104.65	121.60	226.25	75.92	270.53
Contract	170.12	202.72	372.84	75.92	417.13
Dump:					
Private	295.20	390.49	685.69	182.66	792.90
Three-axle combination:					
Private	255.83	421.67	677.50	164.37	773.38
Contract	399.27	421.67	820.94	164.37	916.82
Four-axle combination, Gasoline:					
Private	342.84	845.00	1,187.84	197.79	1,306.52
Contract	588.37	845.00	1,433.37	197.79	1,552.04
Four-axle combination, Diesel:					
Private	415.85	579.05	956.30	259.51	1,112.04
Contract	657.53	579.05	1,197.98	259.51	1,353.68
Five-axle combination, Diesel:					
Private	605.69	955.07	1,465.25	413.21	1,713.18
Contract	1,148.47	955.07	2,008.03	413.21	2,255.96
Six-axle combination, Diesel:					
Private	736.19	1,132.12	1,773.97	453.64	2,000.79
Contract	1,844.07	1,132.12	2,881.85	453.64	3,108.67

^① In 20 States personal-property taxes are not imposed, and in 3 states diesel fuel is not taxed directly. The average fees given are for the states where the respective taxes are collected. In chart at top of page, the computation on numbers of times the truck tax exceeds that on a light car does not include the property tax in above table.

SOURCE: Bureau of Public Roads, "Public Roads", April 1953.

68,000 Diesel Motor Trucks Registered In 1952

Butane and Propane Powered Trucks Are Included with Diesel

	1951	1952		1951	1952
Alabama.....	400*	480*	Nebraska.....	737	1,016
Arizona.....	2,523	3,132	Nevada.....	600*	690*
Arkansas.....	866	935	New Hampshire.....	117	150*
California.....	9,248	11,783	New Jersey.....	600*	745
Colorado.....	815	856	New Mexico.....	847	1,174
Connecticut.....	162	254	New York.....	4,592	5,000*
Delaware.....	100*	118*	North Carolina.....	2,273	2,936
D. of C.....	100*	115*	North Dakota.....	180	193
Florida.....	500*	620*	Ohio.....	942	1,075
Georgia.....	600*	740*	Oklahoma.....	1,700*	2,548
Idaho.....	400*	540*	Oregon.....	1,400*	1,750*
Illinois.....	1,099	1,700*	Pennsylvania.....	1,531	4,734
Indiana.....	750*	1,025*	Rhode Island.....	100*	125*
Iowa.....	400*	580*	South Carolina.....	435	644
Kansas.....	1,041	1,184	South Dakota.....	300	292
Kentucky.....	150*	190*	Tennessee.....	649	906
Louisiana.....	1,187	1,300*	Texas.....	5,325	5,825
Maine.....	123	134	Utah.....	1,898	1,037
Maryland.....	200*	225*	Vermont.....	22	44
Massachusetts.....	606	723	Virginia.....	1,000*	1,150*
Michigan.....	2,100*	1,656	Washington.....	1,284*	1,734
Minnesota.....	796	975*	West Virginia.....	500*	615*
Mississippi.....	1,748	1,450	Wisconsin.....	800*	1,000*
Missouri.....	1,054	1,350*	Wyoming.....	500*	570*
Montana.....	510	655	Total.....	55,740*	68,636*

*Estimated by Automobile Manufacturers Association.

SOURCE: U. S. Bureau of Public Roads (Table MV-9).

2,410,000 Trucks and 4,170,000 Tractors on Farms in 1952

	Farms Reporting Trucks	Percent of all Farms	Number Trucks Owned	Farms Reporting Tractors	Percent of all Farms	Number Tractors Owned
1920.....	131,551	2.0	139,169	229,332	3.6	246,000
1930.....	845,335	13.4	900,385	851,457	13.5	920,021
1940.....	944,184	15.5	1,047,084	1,409,697	23.1	1,567,430
1945.....	1,299,350	22.2	1,490,300	2,002,662	34.2	2,421,747
1950*.....	1,840,402	34.2	2,206,685	2,525,207	46.9	3,609,285
1952.....	N.A.	—	2,410,000	N.A.	—	4,170,000

NOTE: For number of farm trucks by states see page 38.

* The definition of a farm was changed in 1950, so that places of 3 acres or more were counted as farms only if products, exclusive of home garden, valued at \$150 or more were sold in 1949, and places of less than 3 acres were counted if sales were over \$150, whereas in 1945 all places of 3 acres or more were counted as farms and in addition places of less than 3 acres if sales of products exceeded \$250.

SOURCE: 1950 Census of Agriculture, U. S. Department of Commerce, and Bureau of Agricultural Economics.

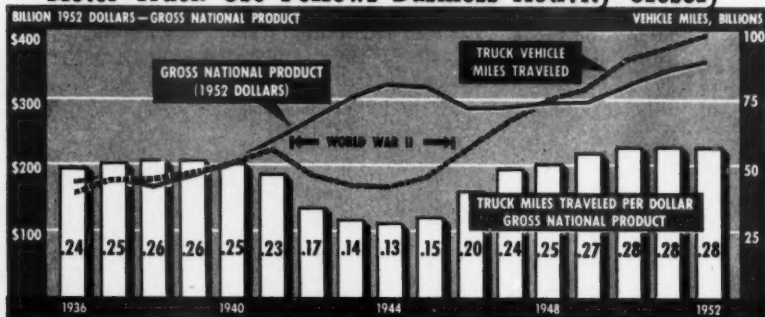
"Without Trucks, Our Armed Forces Could Not Exist, As We Know Them"

"Of all the modern forms of transportation on land which we have developed in the United States, trucking is unique. It is the only medium of transportation which can carry most items from the source of manufacture to the point of use. Aside from this basic capability, motor truck transportation is a necessary adjunct to air, rail, and water transportation.

"The Armed Forces are geared to the flexibility of the motor truck. Without trucks, our Armed Forces could not exist, as we know them. The Navy depends upon truck transportation for many essential services."

Dan A. Kimball
Former Secretary of the Navy

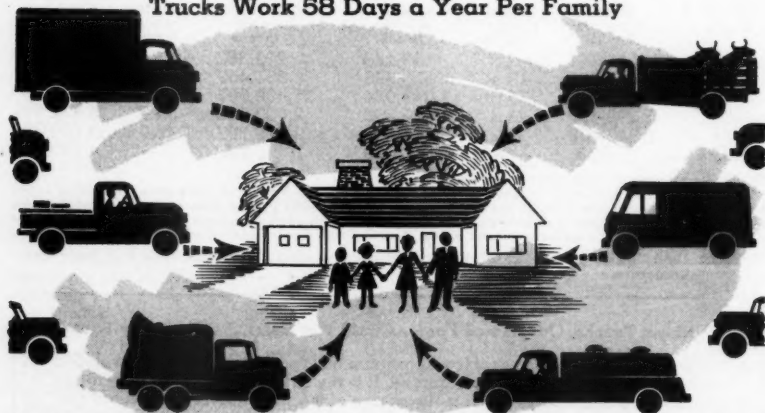
Motor Truck Use Follows Business Activity Closely



Gross National Product in 1952 Dollars (000,000,000)	Truck Miles Traveled (000,000,000)	Truck Miles per Dollar	Gross National Product in 1952 Dollars (000,000,000)	Truck Miles Traveled (000,000,000)	Truck Miles per Dollar
1936... \$169.7	41.1	.24	1945... \$310.3	45.1	.15
1937... 177.8	44.2	.25	1946... 280.0	56.1	.20
1938... 169.9	44.5	.26	1947... 280.4	66.1	.24
1939... 184.7	47.2	.26	1948... 290.3	73.8	.25
1940... 202.3	49.9	.25	1949... 291.3	77.5	.27
1941... 233.7	54.9	.23	1950... 316.0	89.9	.28
1942... 262.4	45.7	.17	1951... 337.8	93.1	.28
1943... 294.8	41.6	.14	1952... 348.0	98.5	.28
1944... 317.4	41.7	.13			

SOURCE: Basic data from Department of Commerce and Bureau of Public Roads.

Trucks Work 58 Days a Year Per Family



Directly or indirectly, the average family has a truck working for it approximately 58 days or nearly 2 months out of every year. In 1951 trucks hauled over 11 billion tons of freight—about 70 tons per person, or 240 tons per family. Naturally, each person or family does not contract directly for all of this service, but they do have an economic stake in the trucks which, for example, haul the steel from the mill to the factory making refrigerators, and the trucks which haul the refrigerators to the retailer, and then to his home. The cost of trucking farm products from farm to market is reflected in the price of food. In the final analysis all trucking is for the benefit of the individual consumer.

Source: Estimated by Automobile Manufacturers Association,

Many U. S. Communities Are Not Served By Rail

Below is a partial list of communities without rail service which are dependent on highway transport. It is estimated that there are 25,000 such communities in the United States.

Community	Miles to Nearest Railroad	Population	Community	Miles to Nearest Railroad	Population
Alabama			Nevada		
Moulton.....	25	1,384	Eureka.....	77	543
Rogersville.....	20	531	McDermitt.....	74	250
Arizona			New Mexico		
Fort Apache.....	25	150	Arroyo Hondo.....	45	541
Polacca.....	80	600	Penasco.....	38	627
Arkansas			New York		
Dyers.....	880	9	Pleasant Valley.....	7	650
Salem.....	21	687	North Carolina		
California			Bealville.....	20	724
Avenal.....	42	3,982	Blowing Rock.....	23	661
Burney.....	26	1,513	Harbinger.....	43	200
Crescent City.....	90	1,706	Mantec.....	65	635
Guerneville.....	20	585	Ohio		
Hayfork.....	70	400	Mayfield Heights.....	10	5,837
Lakeport.....	20	1,983	Oklahoma		
Palm Springs.....	8	7,660	Fernell.....	27	300
Red Mountain.....	23	320	Quinton.....	30	951
Twentynine Palms.....	50	1,022	Seiling.....	21	700
Weaverville.....	52	878	Oregon		
Colorado			Waldport.....	23	689
Estes Park.....	22	1,617	South Dakota		
Meeker.....	42	1,658	Martin.....	19	989
Florida			White River.....	30	465
Jacksonville Beach.....	22	6,430	Tennessee		
Key West.....	169	26,433	Saltillo.....	28	500
Lynn Haven.....	7	1,787	Waynesboro.....	28	1,147
Georgia			Texas		
Dahlonega.....	20	2,152	Bandera.....	21	1,036
Hinesville.....	5	1,217	Crane.....	21	2,154
Idaho			Harper.....	21	750
Challis.....	54	728	Paint Rock.....	16	500
Kentucky			Terlingua.....	86	20
Burkesville.....	46	1,278	Utah		
Mt. Olivet.....	22	455	Emery Town.....	60	488
Maine			Huntington.....	20	1,029
Andover.....	20	756	Hurricane.....	42	1,271
Kingfield.....	23	712	Moab.....	36	1,274
Lubec.....	20	1,536	Orangeville.....	30	589
Massachusetts			Roosevelt.....	90	1,628
Chatham.....	18	1,225	Virginia		
Marblehead.....	10	700	Fair Port.....	100	650
Rehoboth.....	8	3,700	Mathews.....	40	500
Michigan			Susan.....	40	500
Detour.....	50	611	Washington		
Minnesota			Long Beach.....	44	783
Grand Marais.....	85	1,078	Port Orchard.....	20	2,320
Missouri			Wyoming		
Buffalo.....	20	1,213	Seminole Dam.....	37	75
Montana					
Jordan.....	70	677			

Entire Counties Are Without Rail Service

Many counties of the United States have no railroads. The people of these counties depend on highways to carry their produce to the rest of the nation and to bring them their necessities.

In Virginia, for example, 17 of the 100 counties in the state are not served by rail, and the communities which are the county seats of 49 of these counties are also without railroads. Nebraska has 6 counties and 12 county seats exclusively dependent on highway supply lines; Texas has 14 such counties and 41 county seats. Twenty-nine states have one or more counties without railroad service.

Motor Trucks Play Vital Role Improving U. S. Postal Service

Fiscal Year	Vehicles Owned	Post Offices Served	Hours of Service per Year	Miles Traveled per Year
1950.....	14,621	1653	37,574,509	147,171,712
1951.....	16,011	1688	41,169,923	157,289,984
1952.....	16,766	1786	44,591,355	166,920,699

11,945 Star Routes Carry Mail 265 Million Miles

Fiscal Year	NUMBER ROUTES			ANNUAL MILEAGE		
	Regular	Short Haul Truck*	Total	Regular	Short Haul Truck*	Total
1950...	11,569	—	11,569	228,900,000	—	228,900,000
1951...	11,668	33	11,701	238,000,000	2,300,000	240,300,000
1952...	11,675	270	11,945	244,900,000	20,200,000	265,100,000

*New service begun in 1951.

3,260 Vehicles Under Annual Contract With Post Office

The Post Office had 3,260 vehicles under annual contract in fiscal year 1952. In addition 8,882,000 hours of service were performed by vehicles under hourly agreements, and 2,568,873 hours by vehicles belonging to special delivery messengers and other postal employees.

Highway Post Office Routes

Number:	
Gov't. Operated.....	77
Contract.....	16
Post Offices Served.....	1,905
States Served (inc. D. C.).....	30

Rural Delivery Routes 32,546

Number Routes.....	32,546
Daily Mileage.....	1,492,935
Annual Mileage.....	455,345,171
Families Served.....	9,294,131
Population Served.....	33,586,628

Trucks Speed Up Mail, Reduce Transportation Costs

"A network of 17 truck routes established at St. Louis, in September 1951, provided next-day exchange service within a radial area up to 200 miles. Birmingham, Ala., site of the first all-new trucking facility in the program, now gives direct overnight mail service over an area up to 250 miles by truck. All bulk mails exchanged between Portland, Ore., and Seattle, Wash., are trucked over the largest "T" route to date. The schedules guarantee next-day delivery. Direct "T" routes carrying parcel post provide next-day delivery from mail order houses in Chicago to Cincinnati, Ohio, a distance that often used to result in second-day delivery.

"Over all, the service improvement gained from truck transportation has ranged from a few hours to as much as 48 hours over superseded rail service. From January 1, 1951, to June 30, 1952, 270 truck routes were established. Of this number, 237 were established during the fiscal year 1952. These routes have reduced transportation costs \$5,000,000 on an annual basis. . . ."

"A large-scale shift to transportation by truck, which was already under way, was intensified by the increase in rates for railroad transportation of the mail ordered on November 13, 1951, by the Interstate Commerce Commission. The use of trucks for movement of bulk mail over short hauls up to 200 miles is proving very successful in point of both cost and service. This method affords increased flexibility, including the advantage of control of schedule by the Department.

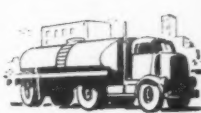
"One of the most efficient means of bridging railroad service losses has been the highway post office service. The specially designed highway post office vehicle is fitted for the sorting of mail in transit similar to the railway post office car. In one efficient vehicle it combines the advantages of a railway post office, mail messenger vehicle, and star route truck, plus an elasticity not possessed in any single one of its predecessors."

SOURCE: Annual Report of the Postmaster General for the Fiscal Year Ended June 30, 1952.

Shippers Experience Many Advantages in Using Trucks

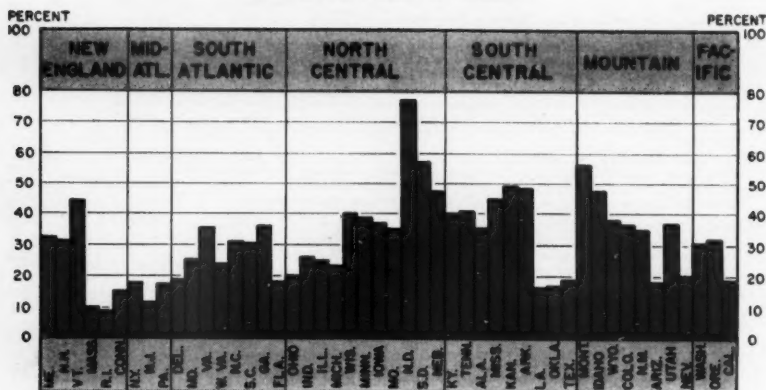
	% of Freight Shipped by Truck	
	Incoming	Outgoing
Southeastern Syrup Company, Jackson, Tennessee.	40%	100%
"Every case of merchandise we manufacture is delivered to our customers by truck. It would be absolutely impossible for us to depend on the railroads for shipments of finished merchandise without such a great increase in price to off-set the additional cost that we would be out of business, as far as holding our merchandise competitively in line, goes. We bill on 2% 10 day basis. With over-night delivery by truck, our customers can sell the merchandise before the invoice is due. Using rail service, invoices are often due several days before merchandise is received."		
Screw Conveyor Corp., Hammond, Indiana	95%	98%
"We have found that by using the trucking industry almost exclusively, we are able to cut our shipping costs to a minimum while still giving our customers the ultimate in transportation service."		
Little Giant Products, Inc., Peoria, Illinois	90%	80%
"Trucks are very important to our business because of the short time the material is en route. We feel that the trucking industry allows us to hold our inventory down lower..."		
Beecher, Peck & Lewis, Detroit, Michigan	90% (less carload)	100% (less carload)
"We believe in truck transportation because of service and are able to locate shipments more promptly. Also claims are not so numerous."		
Roesch Enamel & Mfg. Co., Belleville, Illinois	90%	98%
"Our production is closely related to, and in fact, a part of our accounts' production lines. The required close coordination would not be possible without trucking service."		
Bush Bros. & Company, Clinton, Tennessee	50%	100%
"Our largest plant at Dandridge is located ten miles from the railroad; therefore, it can only be reached by truck."		
Blue Ridge Glass Corporation, Kingsport, Tennessee	—	—
"Our company must depend to a great extent on the motor carrier industry in reaching the most important markets. Our products are sold in keen competition with manufacturers located close to many of the larger markets. The flexibility of motor carrier service permits our customers to maintain a relatively small inventory with a fast turnover, as well as store-door and job-site deliveries with a minimum in transit time, all of which are essential to the highly competitive glass industry."		
Maxant Button & Supply Co., Chicago, Illinois	90%	90%
"We are certain that freight shipped by truck can be handled faster, cheaper, and at less cost over-all with the added advantage of being handled from door-to-door. We are happy to use it."		
Cherry Growers, Inc., Cooperative, Traverse City, Michigan	100% (of fruit raw product)	50%
"About 98% of our frozen pack is shipped out by refrigerated truck because rail service is not fast enough and does not provide adequate refrigerated protection for our frozen merchandise."		
American Forging & Socket Co., Pontiac, Michigan	100% (except coal)	100%
"We have a sizeable railroad siding in and out of our plant but the trucking facilities presently serve us the most convenient and quickest handling."		
The Patent Button Co., Knoxville, Tennessee	99%	98%
"Trucks give the prompt delivery service we and our customers need. Furthermore, other public carriers simply do not serve the locations in which many of our customers are."		
Aladdin Industries, Inc., Nashville, Tennessee	10%	90%
"... the motor carrier industry offers the best type of service at the lowest price for LTL shipments."		
H. Kramer & Co., Chicago, Illinois	20%	80%
"Provides more expeditious handling of both large and small quantity shipments. Provides flexible service on pickups and delivery. Lessens danger of loss and damage claims."		
G-M Laboratories, Inc., Chicago, Illinois	100%	100%
"The majority of our customers request that shipments be made to them via truck. The reason is evident by moderate rates, dependable pickup service and prompt delivery at destination within the allotted time."		

SOURCE: Surveys published in "Modern Motor Truck Transportation in Indiana," "One Out of Six in Illinois," "Tennessee Trucking Industry," and "Modern Transportation in Michigan."



In 22 States, One-Third of Trucks Are on Farms

Percent of Trucks on Farms



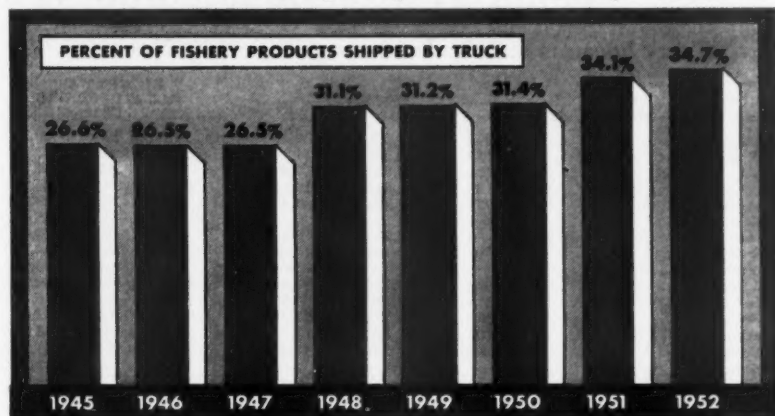
1,840,402 Farms, 34% of Total, Own 2,206,685 Trucks

	Total Number Farms	Farms Reporting Trucks		Number Trucks Reported		Total Number Farms	Farms Reporting Trucks		Number Trucks Reported
		Number	Per- cent				Number	Per- cent	
Ala.....	211,512	47,102	22.3	52,743	Nev.....	3,110	1,967	63.2	3,123
Ariz.....	10,412	5,536	53.2	8,600	N. H.....	13,391	6,708	50.1	8,843
Ark.....	182,429	56,510	31.0	63,435	N. I.....	24,838	15,624	62.9	23,938
Calif.....	137,168	71,149	51.9	110,563	N. M.....	23,599	11,728	49.7	15,072
Colo.....	45,578	31,005	68.0	42,681	N. Y.....	124,977	56,610	45.3	72,440
Conn.....	15,615	8,495	54.4	13,208	N. C.....	288,508	55,396	19.2	60,410
Del.....	7,448	3,240	43.5	4,059	N. D.....	65,401	44,637	68.3	55,732
Fla.....	56,921	20,809	36.6	29,356	Ohio.....	199,359	56,861	28.5	64,780
Ga.....	198,191	55,396	28.0	62,865	Okla.....	142,246	59,903	42.1	68,871
Idaho....	40,284	22,766	56.5	29,662	Ore.....	59,827	29,710	49.7	39,402
Ill.....	195,268	79,058	40.5	86,776	Pa.....	146,887	54,336	37.0	66,103
Ind.....	166,627	53,583	32.2	59,811	R. I.....	2,598	1,521	58.5	2,455
Iowa.....	203,159	58,690	28.9	62,375	S. C.....	139,364	25,440	18.3	29,714
Kan.....	131,394	71,720	54.6	88,835	S. D.....	66,452	31,668	47.7	37,720
Ky.....	218,476	49,794	22.9	54,957	Tenn.....	231,631	55,600	24.0	60,272
La.....	124,181	30,918	24.9	36,824	Texas....	331,567	121,827	36.7	146,537
Maine....	30,358	14,854	48.9	19,197	Utah.....	24,176	12,824	53.0	15,352
Md.....	36,107	16,917	46.9	21,443	Vt.....	19,043	8,819	46.3	10,600
Mass.....	22,220	10,626	47.8	15,358	Va.....	150,997	41,702	27.6	49,099
Mich.....	155,589	49,493	31.8	56,966	Wash.....	69,820	34,854	49.9	48,127
Minn.....	179,101	63,077	35.2	70,357	W. Va....	81,434	21,621	26.6	24,615
Miss.....	251,383	50,166	20.0	56,210	Wis.....	168,561	66,812	39.6	74,454
Mo.....	230,045	71,804	31.2	77,250	Wyo.....	12,614	9,118	72.3	12,617
Mont.....	35,085	26,602	75.8	38,670	D. of C....	28	11	39.3	15
Neb.....	107,183	45,795	42.7	54,193	Total....	5,382,162	1,840,402	34.2	2,206,685

NOTE: 1950 is latest year available on motor vehicles on farms by states.

SOURCE: 1950 Census of Agriculture.

Trucks Haul Increasing Proportion of Fishery Products



Estimated Poundage of Fishery Products Transported By Three Principal Carriers

	Truck (000 Lbs.)	%	Express (000 Lbs.)	Railroad (000 Lbs.)	Total (000 Lbs.)
1945	1,229,000	26.6	326,000	3,073,000	4,628,000
1946	1,248,000	26.5	333,000	3,120,000	4,701,000
1947	1,223,000	26.5	342,000	3,054,000	4,619,000
1948	1,467,000	31.1	345,000	2,911,000	4,723,000
1949	1,540,000	31.2	340,000	3,056,000	4,936,000
1950	1,582,000	31.4	330,000	3,127,000	5,039,000
1951	1,612,000	34.1	300,000	2,814,000	4,726,000
1952	1,600,000	34.7	310,000	2,696,000	4,606,000

Motor Trucks Deliver 83% of Fishery Products in New York City

Receipts at New York City Salt-Water Fish Market

	Truck Lbs.	Truck %	Express Lbs.	Railroad Lbs.	Landings Lbs.	Total Lbs.
1946	183,885,313	77.9	12,357,369	21,698,178	18,064,841	236,005,701
1947	177,303,704	81.1	10,086,566	20,418,006	10,778,401	218,586,677
1948	181,592,625	82.1	9,071,328	16,432,606	13,996,360	221,094,919
1949	147,721,217	81.8	8,800,689	9,102,123	14,973,179	180,597,178
1950	142,617,930	81.5	6,896,384	7,729,501	17,679,868	174,923,863
1951	140,173,404	81.9	6,644,820	8,903,360	15,493,347	171,214,931
1952	144,644,249	83.0	6,869,541	8,134,225	14,539,172	174,187,187

Truck Receipts of New England Fishery Products at Chicago Increase from 19% of Total to 95% in Eight Years

Receipts of Fresh and Frozen Fish and Shellfish Shipped From New England to Chicago Market

	Truck Lbs.	%	Express Lbs.	Railroad Lbs.	Total Lbs.
1945	1,535,649	18.7	3,143,208	3,523,509	8,202,366
1946	2,997,665	35.5	1,849,635	3,607,140	8,454,440
1947	8,214,848	62.1	1,535,435	3,485,694	13,235,977
1948	12,054,954	70.0	1,164,127	3,997,805	17,226,886
1949	13,049,181	79.7	1,062,779	2,269,456	16,381,426
1950	14,678,617	88.9	1,000,639	840,240	16,519,496
1951	14,541,424	93.8	704,433	255,330	15,501,187
1952	11,116,942	95.0	552,847	28,300	11,698,089

SOURCE: Fish and Wildlife Service, U. S. Department of the Interior.

Motor Trucks Haul Large Volume of

Truck Receipts of Farm Products at Important Markets

Fruits and Vegetables (Carlots)	NUMBER			PERCENT OF ALL SHIPMENTS		
	1950	1951	1952	1950	1951	1952
Atlanta.....	19,046	19,875	20,372	78.7	79.2	80.2
Baltimore.....	14,173	13,726	14,113	52.3	50.4	50.8
Boston.....	15,754	17,534	17,475	36.0	38.4	37.6
Chicago.....	20,195	21,549	19,133	24.6	25.8	24.3
Cleveland.....	5,971	6,383	7,451	25.4	26.4	28.8
Dallas.....	—	—	6,100	—	—	46.9
Denver.....	—	6,230	6,445	—	49.1	52.8
Detroit ①.....	—	5,164	5,057	—	15.8	14.2
Kansas City ④.....	—	—	3,645	—	—	23.4
Los Angeles.....	89,924	94,978	94,638	86.9	87.7	90.8
New Orleans ①.....	4,374	4,778	4,907	43.8	44.3	45.4
New York.....	69,839	70,577	65,712	34.5	35.2	32.8
Oakland.....	11,107	12,228	12,106	76.5	76.6	78.9
Philadelphia.....	32,548	34,550	33,821	50.0	52.9	51.7
Pittsburgh.....	—	—	9,080	—	—	33.1
Portland, Ore.....	—	—	6,923	—	—	59.2
St. Louis.....	6,083	5,877	5,401	24.8	24.2	22.5
San Francisco.....	16,977	18,305	18,127	76.7	80.6	81.5
Seattle.....	—	—	8,683	—	—	56.8
Washington, D. C.....	8,505	9,094 ②	9,204	59.6	59.6	60.1
Total.....	314,496	340,848	368,393	47.9	47.7	46.5

① Excluding truck shipments originating in Louisiana. ② Excluding Farmers' Markets. ③ Incomplete.
④ Long haul only.

Butter (1,000) lbs.

Atlanta.....	2,081	2,567	2,324	91.3	99.5	95.0
Boston.....	13,496	12,902	10,459	36.5	41.6	38.2
Chicago.....	129,094	127,130	132,021	76.6	81.3	82.7
Cleveland.....	6,061	4,412	3,359	52.6	55.8	56.0
Detroit.....	23,125	19,580	18,858	76.7	79.9	80.9
Los Angeles.....	21,439	12,301 ①	11,747	64.8	34.9	30.3
New York.....	67,483	54,135	63,097	45.2	33.5	39.3
Philadelphia.....	17,560	15,413	13,662	36.1	31.2	35.1
Pittsburgh.....	—	—	2,223	—	—	31.1
St. Louis.....	6,642	3,510	4,190	64.0	98.6	96.0
San Francisco.....	19,275	11,039	12,456	68.9	38.9	47.1
Total.....	306,256	262,989	274,396	59.0	52.6	55.4

Milk (40 Qt. Units, Thousands)

Boston.....	3,734	3,800	3,983	42.7	43.3	42.8
Philadelphia.....	10,343	10,670	10,890	94.6	95.1	95.2
Total.....	14,077	14,470	14,873	71.6	72.4	71.7

Cream (40 Qt. Units, Thousands)

Boston.....	109	127	179	22.6	27.2	36.2
New York.....	966	1,097	996	78.2	85.3	84.6
Philadelphia.....	283	254	279	89.3	91.7	99.3
Total.....	1,358	1,478	1,454	66.7	72.8	74.4

Frozen Eggs (1,000 lbs.)

Boston.....	3,331	3,764	3,864	94.3	84.9	81.2
Chicago.....	19,332	24,884	24,094	94.0	88.0	97.6
Cleveland.....	750	1,317	1,069	78.1	46.8	64.8
Detroit.....	5,756	5,596	4,010	94.5	91.1	75.8
New York.....	6,847	7,054	7,365	74.5	56.1	67.9
Philadelphia.....	4,160	6,703	8,264	77.7	58.7	68.6
Pittsburgh.....	—	—	1,381	—	—	54.3
St. Louis.....	2,316	2,087	1,872	61.0	97.0	100.0
Total.....	42,492	51,405	51,919	85.8	75.8	81.5

Flow of Farm Products to Market

Nearly All Shell Eggs and Live Poultry Hauled by Truck

	NUMBER			PERCENT OF ALL SHIPMENTS		
	1980	1981	1982	1980	1981	1982
Shell Eggs (1,000 cases)						
Atlanta.....	641	662	708	99.2	96.9	99.2
Baltimore.....	305	362	708	92.4	98.9	98.2
Boston.....	1,196	1,222	1,310	98.4	98.9	99.1
Chicago.....	3,694	3,700	3,724	93.2	96.8	96.5
Cincinnati.....	551	615	613	99.6	100.0	99.7
Cleveland.....	630	557	537	98.4	98.9	99.3
Detroit.....	1,372	1,372	1,249	98.7	99.2	99.4
Los Angeles.....	1,412	1,605	2,109	97.9	97.5	98.8
New Orleans.....	384	432	510	99.2	99.3	99.6
New York.....	4,076	4,393	5,164	88.8	94.1	95.1
Philadelphia.....	1,299	1,336	1,283	98.1	98.0	98.9
Pittsburgh.....	—	—	456	—	—	99.6
St. Louis.....	1,081	1,134	990	98.8	99.5	99.0
San Francisco.....	937	976	989	94.0	89.2	97.1
Total.....	17,558	18,366	20,350	94.6	96.6	97.7
Live Poultry (1,000 lbs.)						
Atlanta.....	23,354	28,006	33,516	100.0	100.0*	100.0*
Boston.....	6,894	7,092	8,658	99.3	100.0	100.0
Chicago.....	62,072	52,699	46,715	98.0	99.0	98.9
Cincinnati.....	17,200	21,977	21,977	100.0	100.0	100.0
Cleveland.....	10,977	10,543	10,175	99.9	100.0*	100.0
Detroit.....	38,252	36,599	37,078	99.9	100.0*	100.0
New Orleans.....	14,914	13,246	12,384	98.9	99.5	99.7
Philadelphia.....	27,708	26,853	22,561	99.2	99.5	99.5
Pittsburgh.....	—	—	3,344	—	—	99.5
St. Louis.....	30,029	28,796	25,477	98.4	99.6	99.7
San Francisco.....	19,828	22,294	22,063	99.7	100.0	100.0
Total.....	281,228	248,105	243,948	99.1	99.7	99.7
* Less than 0.1% received by railroad.						
Dressed Poultry (1,000 lbs.)						
Atlanta.....	1,918	4,158	4,286	64.1	88.9	95.9
Boston.....	42,610	50,366	51,487	60.8	62.3	65.0
Chicago.....	97,916	113,606	120,004	83.1	88.4	89.4
Cincinnati.....	2,510	5,893	5,730	86.7	100.0	97.2
Cleveland.....	9,708	12,421	13,684	65.0	89.4	82.1
Detroit.....	24,599	28,109	31,191	91.0	92.3	86.7
Los Angeles.....	2,606	3,544	5,297	24.1	22.2	33.3
New Orleans.....	8,682	10,982	14,660	88.8	97.6	97.9
New York.....	256,159	284,827	296,510	79.4	81.4	80.0
Philadelphia.....	23,985	33,441	37,053	60.3	71.9	74.5
Pittsburgh.....	—	—	11,520	—	—	70.4
St. Louis.....	11,771	17,168	22,952	92.9	98.7	96.6
San Francisco.....	16,146	13,187	14,672	74.6	65.6	62.8
Total.....	498,610	577,702	629,046	76.3	79.7	79.5
Cheese (1,000 lbs.)						
Atlanta.....	10,894	12,403	12,902	87.6	88.1	90.9
Boston.....	1,977	1,888	1,532	9.5	9.1	7.7
Chicago.....	29,471	74,816	85,696	52.1	69.3	73.1
Cleveland.....	3,332	2,658	2,005	34.8	71.5	75.3
Detroit.....	18,987	15,464	15,493	85.3	89.1	95.4
Los Angeles.....	3,084	5,879	7,037	11.7	17.9	18.5
New York.....	4,310	3,990	3,758	6.6	6.4	5.7
Philadelphia.....	5,272	4,318	3,518	15.7	10.2	8.6
Pittsburgh.....	—	—	716	—	—	12.2
San Francisco.....	6,886	6,968	7,567	41.4	37.8	37.3
St. Louis.....	11,624	12,545	12,530	66.2	92.3	93.5
Total.....	95,832	140,927	152,754	34.1	42.3	43.0

SOURCE: U. S. Department of Agriculture.

47% of Fruits and Vegetables Received by

Quantities Received by Truck at Each Market Classified

State of Origin	Atlanta	Baltimore	Boston	Chicago	Cleveland	Dallas	Denver	Detroit	Kansas City*	Los Angeles
Ala.....	391	1	3	326	3	7	2	33	25	—
Ark.....	6	—	—	9	—	123	663	—	40	2,163
Cal.....	113	1	—	71	27	49	5	50	252	—
Cal.....	113	9	5	113	10	885	1,675	8	558	85,316
Cal.....	138	—	—	75	—	1,210	2,315	—	166	19
Conn.....	76	25	28	—	1	—	—	—	—	—
Dela.....	39	252	109	—	31	—	—	2	—	—
Fla.....	6,420	2,701	1,417	4,131	569	768	442	363	931	601
Ga.....	5,295	324	45	300	44	4	—	71	7	—
Ida.....	9	1	—	—	1	49	44	—	6	940
Ill.....	50	2	—	4,189	21	6	4	11	140	—
Ind.....	59	—	3	700	212	—	—	312	18	—
Iowa.....	4	—	—	47	—	7	—	—	46	—
Kans.....	—	—	—	33	—	—	4	—	23	—
Ky.....	4	—	—	31	25	—	—	32	—	—
La.....	11	1	9	1,274	274	50	158	286	250	2
Maine.....	120	89	1,267	—	2	—	—	1	—	—
Md.....	51	2,330	321	81	80	—	—	14	3	—
Mass.....	10	18	6,412	31	22	—	—	3	—	—
Mich.....	512	86	38	3,912	591	6	2	3,021	88	—
Minn.....	31	3	—	42	3	44	—	2	43	—
Miss.....	2	—	—	118	—	—	1	8	9	—
Mo.....	4	—	—	229	1	10	—	10	56	—
Mont.....	—	—	—	—	—	—	—	—	—	33
Nebr.....	—	—	—	2	—	12	2	1	122	11
Nev.....	—	—	—	—	—	—	10	—	—	84
N. H.....	—	—	25	—	8	—	—	—	—	—
N. I.....	429	1,122	1,025	162	161	—	—	66	6	—
N. M.....	47	—	—	1	1	33	56	—	3	22
N. Y.....	511	1,727	2,030	328	840	—	—	42	14	—
N. C.....	1,093	1,362	416	137	61	12	—	12	1	—
N. D.....	18	—	—	2	—	2	—	—	3	—
Ohio.....	155	74	13	335	3,353	—	—	299	7	—
Okl.....	20	—	—	43	—	6	8	—	127	—
Ore.....	—	—	—	—	—	1	4	—	—	384
Penn.....	264	1,906	178	34	305	—	—	8	—	—
R. I.....	—	—	158	—	—	—	—	—	—	—
S. C.....	677	623	278	182	168	—	—	58	1	—
S. D.....	—	—	—	—	—	—	—	—	2	—
Tenn.....	114	—	7	205	5	1	—	12	—	—
Texas.....	535	21	—	129	6	2,070	515	20	374	133
Utah.....	4	—	—	—	2	4	31	—	—	345
Vt.....	1	—	20	—	—	—	—	—	—	—
Va.....	461	1,192	771	50	88	—	—	58	7	—
Wash.....	1	—	—	3	—	68	50	—	2	2,262
W. Va.....	35	155	23	9	72	—	—	1	—	—
Wis.....	143	—	—	974	11	2	4	2	21	5
Wyo.....	—	—	—	—	—	—	5	—	1	1
D. of C.....	—	12	—	—	—	—	—	—	—	—
Misc.....	2,507	76	2,874	824	448	701	444	251	291	2,317
Truck Rec....	20,372	14,113	17,475	19,133	7,451	6,100	6,445	5,057	3,645	94,638
Total Rec....	25,392	27,775	46,476	78,890	25,864	12,994	12,204	35,644	15,586	104,190
% Truck....	80.2	50.8	37.6	24.3	28.8	46.9	52.8	14.2	23.4	90.8

*Long haul only. #10 Months March through December.

by Truck at 20 Major Wholesale Markets

by State of Origin, 1952 — (In Carlot Equivalents)

New Orleans	New York	Oakland	Philadelphia	Pittsburgh	Portland, Ore	St. Louis	San Francisco	Seattle	Washington, D. C.	TWENTY MARKET TOTAL
501	2	—	5	12	—	183	—	—	4	1,498
36	1	—	4	—	226	3	620	62	—	4,371
46	1	—	—	5	—	451	—	—	—	970
465	13	10,697	144	3,005	—	35	16,098	3,008	1	122,135
315	—	18	—	—	—	33	4	—	—	4,293
1	398	—	56	9	—	—	—	—	20	614
8	263	—	432	107	—	—	—	—	39	1,283
1,786	10,614	87	4,492	1,226	17	874	158	24	2,148	39,769
39	896	—	371	47	—	39	—	—	118	7,560
1	—	95	159	—	20	—	85	26	—	1,436
38	1	—	1	16	—	421	—	—	—	4,900
31	9	—	12	38	—	112	—	—	—	1,506
5	—	—	—	—	—	88	—	—	—	197
3	—	—	—	—	—	—	—	—	—	63
1	—	—	—	3	—	8	—	—	—	104
22	122	—	59	78	—	440	—	1	16	3,053
8	111	—	638	3	—	—	—	—	28	2,267
6	1,146	—	622	191	—	1	—	—	476	5,322
1	403	—	29	27	—	5	—	—	49	7,012
141	262	—	368	137	—	561	—	—	20	9,745
60	—	—	3	1	—	66	—	—	—	298
418	—	—	—	2	—	124	—	—	1	686
11	3	—	—	—	—	1,153	—	—	—	1,477
60	—	1	—	—	—	14	—	1	—	34
—	—	—	—	—	—	—	—	—	—	225
—	62	7	—	—	1	—	1	—	—	103
7	10,211	—	16	724	—	11	—	—	565	111
12	—	4	7,304	—	—	3	—	—	—	21,793
46	27,699	—	5,036	1,581	—	80	—	—	933	182
43	2,848	—	1,498	456	—	4	—	—	690	40,867
—	155	—	114	1,291	—	52	—	—	—	8,633
3	5	231	24	—	2,601	19	267	282	179	28
3	—	—	—	—	—	—	—	—	—	6,028
15	2,486	—	5,107	1,792	—	1	—	—	717	226
—	3	—	—	—	—	—	—	—	—	3,802
25	2,732	—	1,049	224	—	7	—	—	—	12,813
3	—	—	—	8	—	35	—	—	595	161
—	—	—	—	—	—	—	—	—	—	6,619
474	59	25	26	6	—	201	47	—	4	2
—	—	2	—	—	—	—	2	3	—	393
—	494	—	25	3	—	—	—	—	—	4,645
49	4,353	—	2,666	465	—	7	—	—	1	363
3	3	316	8	—	1,036	—	432	5,227	737	544
—	—	—	—	—	—	—	—	—	—	10,904
2	120	—	89	327	—	1	—	—	63	9,411
95	3	—	3	5	—	209	1	—	—	897
—	—	—	—	—	—	1	—	—	—	1,478
—	—	—	—	—	—	—	—	—	—	8
124	274	208	3,461	287	17	156	412	51	1,800	12
4,907	65,712	12,106	33,821	9,080	6,923	5,401	18,127	8,683	9,204	17,523
10,814	200,310	15,336	65,479	27,445	11,686	24,020	22,253	15,300	15,314	368,393
45.4	32.8	78.9	51.7	33.1	59.2	22.8	81.5	56.8	60.1	792,972
—	—	—	—	—	—	—	—	—	—	46.5

SOURCE: U. S. Department of Agriculture.

53% of Florida Vegetables Shipped Outstate by Truck

43% of Florida Fruits Shipped Outstate Were Hauled by Truck
During 1951-52 Season

(NOTE: The tables on this page do not include deliveries to points within Florida) ①

Commodity	Total *Carlots	Trucked Carlots	Percent Trucked
Oranges.....	55,985	23,703	42.3
Grapefruit.....	35,844	13,661	38.4
Tangerines.....	6,017	2,701	44.9
Total Citrus.....	97,846	40,065	41.1
Strawberries.....	527	486	92.2
Watermelons.....	21,757	10,398	47.8
Avocados.....	874	744	85.1
Cantaloupes.....	135	115	85.2
Limes.....	639	389	60.9
Miscellaneous Fruits.....	63	13	20.6
Total Non-Citrus.....	23,995	12,145	50.6
Total Fruits.....	121,841	52,210	43.0
Beans and Limas.....	9,113	6,475	71.1
Cabbage.....	11,617	6,187	53.3
Cauliflower.....	889	595	66.9
Celery.....	16,038	4,277	26.7
Corn, Green.....	7,174	3,502	48.8
Cucumbers.....	6,009	4,885	81.3
Eggplant.....	1,532	1,233	80.5
Escarole and Endive.....	3,285	988	30.1
Lettuce.....	784	611	77.9
Peas.....	556	525	94.4
Peppers.....	4,829	2,783	57.6
Potatoes.....	13,253	6,726	50.8
Radishes.....	1,217	835	68.6
Tomatoes.....	20,085	11,393	56.7
Squash.....	1,543	1,130	73.2
Other Vegetables.....	4,078	1,917	47.0
Total Vegetables.....	102,002	54,062	53.0
All Fruits and Vegetables.....	223,843	106,272	47.5

* Includes Freight, Express, Boat and Truck.

① Inspections at canneries alone amounted to 128,291 carlot equivalents of citrus fruit hauled there by trucks, more than 3 times the quantity trucked outstate.

Florida Citrus Fruits Shipped by Truck to 46 States, 1951-52

	Shipped by Truck			Shipped by Truck	
	(Car-lot Equivalents)	Percent Trucked		(Car-lot Equivalents)	Percent Trucked
Alabama.....	1,859	83.3	New Hampshire.....	.22	84.6
Arizona.....	1	100.0	New Jersey.....	562	35.8
Arkansas.....	565	97.8	New Mexico.....	34	100.0
California.....	171	88.6	New York.....	3,564	21.5
Colorado.....	288	50.7	North Carolina.....	2,041	70.0
Connecticut.....	138	23.8	North Dakota.....	73	68.9
Delaware.....	29	58.8	Ohio.....	1,343	26.1
Florida (N.W.).....	387	92.1	Oklahoma.....	540	88.1
Georgia.....	3,160	87.8	Pennsylvania.....	2,741	29.4
Idaho.....	7	30.4	Rhode Island.....	98	17.5
Illinois.....	2,281	40.6	South Carolina.....	1,612	73.2
Indiana.....	1,398	79.3	South Dakota.....	55	82.1
Iowa.....	804	86.4	Tennessee.....	1,206	40.4
Kansas.....	368	91.1	Texas.....	3,046	99.0
Kentucky.....	507	51.8	Utah.....	43	30.5
Louisiana.....	1,053	76.9	Vermont.....	33	57.9
Maine.....	137	60.6	Virginia.....	1,331	61.5
Maryland.....	1,001	37.5	Washington.....	2	0.4
Massachusetts.....	576	14.3	West Virginia.....	464	68.2
Michigan.....	825	23.8	Wisconsin.....	387	33.9
Minnesota.....	616	54.3	Wyoming.....	7	70.0
Mississippi.....	668	91.9	District of Columbia.....	770	62.9
Missouri.....	1,318	50.6	Other.....	57	17.4
Montana.....	4	6.9	Canada.....	681	17.5
Nebraska.....	353	91.5	Total.....	39,193	43.6

SOURCE: Florida State Marketing Bureau.

Large Proportion of Products of Mines Hauled by Trucks

SHIPMENTS			
Year	Total	By Truck	Percent Trucked
Sand and Gravel (Tons)			
1941	288,720,000	181,610,000	62.9
1946	254,131,000	153,781,000	60.5
1947	287,689,000	182,478,000	63.4
1948	319,266,000	211,231,000	66.2
1949	319,104,000	219,624,000	68.8
1950	370,455,000	263,791,000	71.2
1951	401,620,000	282,793,000	70.4
Crushed Stone (Tons)			
1946	177,478,000	80,918,000	46.0
1947	206,136,000	97,898,000	47.5
1948	223,863,780	108,743,640	48.6
1949	222,408,140	120,483,760	54.2
1950	250,253,850	135,414,730	54.1
1951	284,480,820	154,910,013	54.4
Portland Cement (376 lb. Barrels)			
1941	167,440,000	24,780,000	14.8
1946	169,568,000	29,284,000	17.3
1947	187,492,000	29,986,000	16.0
1948	204,305,000	34,539,000	16.9
1949	206,080,000	42,476,000	20.6
1950	227,757,000	54,726,000	24.0
1951	241,153,000	65,452,000	27.1
Blast Furnace Slag (Tons)			
1941	14,678,000	6,312,000	43.0
1946	15,538,639	5,909,293	38.0
1947	19,141,723	7,640,384	39.7
1948	20,427,100	9,215,900	45.1
1949	21,284,543	10,921,641	51.3
1950	24,412,686	12,487,059	51.1
1951	28,928,107	15,705,078	54.3
1952	26,330,000	14,023,030	53.3
Packaged Fuel (Tons)			
1941	270,128	265,729	98.4
1946	190,587	176,032	92.4
1947	182,618	171,348	93.8
1948	156,686	146,414	93.4
1949	125,948	119,642	95.0
1950	134,550	126,736	94.2
1951	119,840	111,890	93.4
1952	93,436	86,572	92.7
By-Product Coke (Tons)			
1946	21,492,906	2,175,361	10.1
1947	25,993,895	2,047,819	7.9
1948	25,845,317	1,960,326	7.6
1949	22,481,473	1,950,117	6.9
1950	24,100,519	1,755,116	7.3
1951	25,981,627	1,319,885	5.1
1952	22,166,054	1,165,145	5.3
Fuel Briquets (Tons)			
1941	1,299,591	244,461	18.8
1946	2,973,464	495,216	16.7
1947	3,154,317	569,805	18.1
1948	3,105,689	565,867	18.2
1949	2,375,690	544,912	22.9
1950	2,756,551	591,028	21.4
1951	2,373,548	542,067	22.8
1952	2,261,037	475,000	21.0
Anthracite Shipped to Dealers or Consumers (Tons)			
1948	57,178,794	9,440,209	16.5
1949	43,650,836	8,349,655	19.1
1950	42,463,813	6,860,685	16.2
1951	40,165,796	6,311,826	15.7
Bituminous Coal Shipments (Tons)			
1940	445,421,000	41,667,000	9.3
1948	583,189,000	119,193,000	20.4
1949	426,217,000	89,574,000	21.0
1950	503,094,000	101,217,000	20.1
1951	518,503,000	93,176,000	18.0

SOURCE: U.S. Bureau of Mines.

11 of 63 Major Markets Receive All Livestock By Truck

33 of Major Markets Receive 90% or More by Truck

	Hauled by Truck (In Carlot Equivalents)	Percent Trucked		Hauled by Truck (In Carlot Equivalents)	Percent Trucked
Amarillo, Tex.	10,030	97.4	Nashville, Tenn.	7,158	99.8
Baltimore, Md.	6,709	71.1	New Orleans, La.	4,167	97.7
Billings, Mont.	3,356	46.3	New York, N. Y.	840	6.7
Birmingham, Ala.	501	100.0	North Salt Lake, Utah	1,768	11.1
Boston, Mass.	3,938	100.0	Ogden, Utah	6,090	31.0
Buffalo, N. Y.	2,490	19.3	Oklahoma City, Okla.	32,256	95.0
Bushnell, Ill.	1,020	100.0	Omaha, Neb.	77,488	82.6
Chicago, Ill.	82,325	83.8	Parsons, Kan.	2,595	100.0
Cincinnati, Ohio	12,474	78.7	Peoria, Ill.	12,479	94.9
Cleveland, Ohio	5,897	53.7	Philadelphia, Pa.	1,145	37.2
Clovis, N. Mex.	7,814	88.1	Pittsburgh, Pa.	3,206	12.8
Columbia, S. C.	955	100.0	Portland, Ore.	5,016	64.5
Columbus, Ohio	2,525	95.3	Pueblo, Colo.	298	7.0
Dayton, Ohio	1,393	96.8	Richmond, Va.	3,948	98.5
Denver, Colo.	35,528	65.8	St. Joseph, Mo.	31,130	89.9
Detroit, Mich.	9,021	61.5	St. Louis (Nat'l St. Yds.)	52,970	79.8
Evansville, Ind.	7,223	99.8	St. Louis, Mo.	3,846	86.8
Fort Smith, Ark.	4,825	100.0	San Antonio, Tex.	13,161	92.9
Fort Wayne, Ind.	1,619	100.0	Sioux City, Iowa	56,075	85.7
Fort Worth, Tex.	33,887	86.3	Sioux Falls, S. D.	17,420	98.6
Houston, Tex.	5,401	97.5	So. St. Paul, Minn.	56,987	87.7
Indianapolis, Ind.	28,886	94.4	So. San Francisco, Cal.	5,033	77.7
Jersey City, N. J.	912	8.3	Spokane, Wash.	2,483	51.7
Jonesboro, Ark.	1,409	100.0	Springfield, Ill.	1,954	100.0
Joplin, Mo.	3,741	100.0	Springfield, Mo.	11,096	98.1
Kansas City, Mo.	37,790	53.7	Stockton, Cal.	3,624	87.6
Knoxville, Tenn.	2,702	99.4	Toledo, Ohio	465	87.7
Lancaster, Pa.	7,922	67.4	Tulsa, Okla.	4,895	99.9
Los Angeles, Calif.	13,524	73.6	West Fargo, N. D.	10,808	97.3
Louisville, Ky.	11,185	93.6	Wichita, Kan.	16,693	95.2
Memphis, Tenn.	8,624	94.0	Discontinued Reports	347	100.0
Milwaukee, Wis.	19,219	93.9	Total	828,597	75.6
Montgomery, Ala.	4,802	55.7	SOURCE: U. S. Department of Agriculture.		
Muskegon, Ind.	1,629	99.6			

SOURCE: U. S. Department of Agriculture.

75% of Livestock Receipts of Stockyards Hauled by Truck

THOUSANDS OF HEAD	Total		Percent Trucked	Total		Percent Trucked
	By Truck	Receipts		By Truck	Receipts	
		Cattle			Hogs	
1940.....	9,241	14,077	65.6	23,553	34,556	68.2
1941.....	10,491	15,228	68.9	21,607	30,659	70.5
1948.....	12,828	18,673	68.7	22,631	30,611	73.9
1949.....	13,303	18,828	71.7	25,391	33,118	79.1
1950.....	13,564	19,135	70.8	27,835	35,190	79.7
1951.....	12,828	17,016	75.4	30,977	38,722	80.0
1952.....	14,336	18,942	75.7	30,921	38,017	81.3
		Calves			Sheep and Lambs	
1940.....	4,033	6,282	64.2	7,247	22,754	31.8
1941.....	4,132	6,128	67.4	7,754	22,817	34.0
1948.....	4,585	6,277	73.6	7,282	21,418	34.8
1949.....	4,390	5,741	74.7	7,004	15,843	44.2
1950.....	4,053	5,213	77.7	6,821	15,433	44.2
1951.....	3,735	4,722	79.1	6,171	13,718	45.0
1952.....	3,848	4,786	80.4	7,702	15,772	48.8

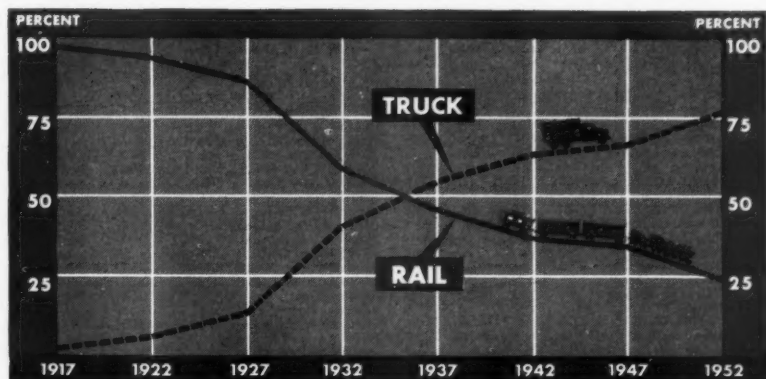
Total Livestock (Carlot Equivalents)

	Receipts by Trucks	Receipts by Rail	Total Receipts	Percent Trucked
1938	510,020	403,065	913,085	55.9
1939	543,588	376,091	919,679	59.1
1940	599,073	360,651	959,724	62.4
1941	634,971	337,150	972,121	65.3
1948	735,972	348,148	1,084,120	67.9
1949	767,473	310,338	1,077,811	71.2
1950	780,479	265,617	1,046,096	74.6
1951	765,949	254,840	1,020,789	74.5
1952	828,397	266,896	1,095,493	75.6

SOURCE: U. S. Department of Agriculture.

3 out of Every 4 Livestock Shipped by Truck

Trend Continues Steady Toward Greater Use of Trucks in Shipping Livestock to 63 Major Markets



Rail Revenues From Auto Freight \$821 Million in 1952

Automotive Rail Freight by Commodity Groups, 1952

	Carloads*		Carloads*
Motor Vehicles, Parts, Tires.	720,000	Road and Fuel Oil.....	20,000
Gasoline.....	387,000	Rubber.....	34,000
Crude Petroleum.....	47,000	Cement for Roads, Bridges..	500,000
Lubricating Oil.....	88,000	Asphalt for Roads.....	110,000
Iron and Steel.....	260,000	Gravel, Sand, Stone, Brick..	830,000
Iron Ore.....	276,000	Miscellaneous, such as non-	
Coal and Coke.....	194,000	ferrous metals, paints, up-	
Lumber.....	15,000	holstery, scrap steel.....	163,000
Total Automotive Freight Carloads.....		3,644,000	
Rail Revenues from Automotive Freight.....		\$821,000,000	

* Partly estimated by Automobile Manufacturers Association.

Shipments of Motor Vehicles by Types of Transportation

From Factories and Assembly Plants in United States, Including Exports

Year	Railroad Carloads of Machines	Machines Delivered Overland	Machines Shipped by Boat	Year	Railroad Carloads of Machines	Machines Delivered Overland	Machines Shipped by Boat
1933.....	198,827	930,303	126,258	1941.....	448,043	2,756,974	287,703
1934.....	318,294	1,209,291	154,840	1942.....	290,974	1,661,637	169,664
1935.....	401,547	1,899,974	272,458	1947.....	378,861	2,822,773	286,188
1936.....	448,685	2,237,432	311,436	1948.....	356,477	3,289,641	331,815
1937.....	476,221	2,452,300	340,773	1949.....	372,739	4,167,269	490,273
1938.....	224,955	1,330,334	151,632	1950.....	389,556	5,776,706	585,356
1939.....	313,204	1,996,629	208,549	1951.....	303,502	4,966,709	468,716
1940.....	402,819	2,618,484	274,431	1952.....	192,027	4,321,273	377,424

SOURCE: U. S. Department of Commerce.

Large Truck Fleets Owned By

	No. of Trucks	Semi- Trac- tors	Trail- ers	Cars		No. of Trucks	Semi- Trac- tors	Trail- ers	Cars
BAKERIES					DAIRIES				
Conf'l Baking Co.	4,648	204	206	508	National Dairy Prod.	11,000	350	600	4,000
General Baking Co.	4,600	128	124	125	The Borden Co.	9,675	—	—	—
Qual. Bakers of Am.	3,525	200	200	300	Bowman Dairy Co.	1,672	47	207	178
Ward Baking Co.	2,792	67	69	2	Sheffield Farms Co.	1,530	25	42	60
National Biscuit Co.	2,600	85	85	—	Phila. Dairy Prod.	1,029	37	94	40
Interstate Bakeries	1,662	40	30	4	Detroit Creamery Co.	1,002	49	120	45
Dugan Brothers, Inc.	1,625	33	29	40	Supplee-Wills-Jones	837	16	49	41
Amer. Bakeries Co.	1,092	85	79	3	Dairymen's Lg. Coop.	682	76	99	262
Columbia Baking Co.	625	27	25	5	Creameries of Amer.	675	30	77	5
Drake Bakeries, Inc.	531	—	—	12	Rieck Dairy Co.	450	7	7	50
Donaldson Baking Co.	370	—	—	—	Chestnut Farms C.C.	315	11	11	40
Wagner Baking Corp.	364	6	6	19	Penn Dairies, Inc.	278	16	20	24
Alfred Nickles Bakery	356	16	22	7	Roberts Dairy Co.	261	11	10	30
City Baking Co.	297	4	4	14	Metsger Dairies	231	3	3	16
White Baking Co.	296	2	2	—	Ewing-Van Almen	195	6	—	8
Eddy Bakeries, Inc.	295	10	10	15	Western United Dairy	180	8	20	—
Helms Bakeries	283	3	15	2	Nashville Pure Milk	123	2	2	7
Stroehmann Bros. Co.	283	3	3	7	Chapman Dairy	114	23	23	—
Hall Baking Co.	230	3	4	8	Muller Dairies Inc.	102	5	6	1
Jacob Laub Bak'g Co.	196	—	—	14	Hershey Creamery	94	11	24	56
Liberty Baking Co.	162	—	—	1	Youngstown San. Milk	73	—	—	6
Oswald Jaeger Bak'g.	150	1	1	3					
Braun Baking Co.	150	—	—	5					
Sweetheart Bakeries	123	11	11	1					
Chas. Schneider Bak.	81	—	—	4					
Alstadt & Langlas Bak	57	3	2	1					
FOOD AND BEVERAGES					MEAT				
Jewel Tea Co., Inc.	2,333	49	49	113	Swift & Company	3,150	450	500	4,856
General Ice Cream	1,346	18	26	279	Armour and Co.	2,700	260	310	5,010
Grand Union Co.	800	24	—	100	Cudahy Packing Co.	535	65	75	350
Wesson Oil & Snowdrift	760	—	—	850	Geo. A. Hormel	285	17	16	120
Pac. Fruit & Produce	734	181	183	165	John Morrell & Co.	158	35	38	397
Standard Brands, Inc.	721	57	57	955	Seymour Packing Co.	155	17	12	12
Anheuser-Busch, Inc.	509	19	35	40	Kingan & Co.	132	96	91	7
Charles E. Hires	362	5	6	97					
Hoffman Beverage	358	22	44	24					
General Foods Corp.	346	—	—	2,350					
General Mills	337	52	52	1,169					
American Stores	326	158	260	373					
Ralston Purina Co.	300	73	83	42					
H. J. Heins Co.	300	6	12	100					
Wash. Co-op Farmers	212	9	28	10					
The Kroger Co.	193	705	1,216	—					
Bohemian Distributing	165	—	—	7					
G. Krueger Brew. Co.	139	13	15	4					
Minute Maid Corp.	127	37	57	2					
Amer. Fruit Growers	120	5	35	25					
Nicolay-Dancey, Inc.	117	11	9	6					
Central Soya Co.	111	36	33	26					
Telling Ice Cream Co.	91	10	13	2					
H. C. Bohack Co.	90	32	51	71					
Russell-Miller Milling	88	17	19	167					
Perfection Biscuit Co.	86	3	2	1					
Coca-Cola, Ashe, N.C.	86	1	—	12					
Blatz Brewing Co.	65	15	91	45					
Happy Valley Farms	62	—	—	4					
Federal Tea Co.	61	—	—	10					
Taylor Biscuit Co.	58	1	1	7					
Pearl Brewing Co.	51	15	14	35					
					OIL AND GASOLINE				
					Socony Vac. (N. Y.)	4,433	—	—	2,599
					Standard Oil (Ind.)	3,513	①	—	4,298
					Shell Oil Co.	3,150	—	—	2,850
					Sinclair Refining	2,356	—	626	1,013
					Cities Service	2,124	178	309	2,282
					Phillips Petroleum	2,023	200	189	537
					Standard Oil (Cal.)	1,909	177	248	1,598
					Humble Oil & Refin'g.	1,700	60	200	2,090
					Atlantic Refining Co.	1,336	323	365	734
					Standard Oil (Ohio)	1,081	344	560	725
					Crescent Petroleum	1,040	58	186	457
					Union Oil (Cal.)	973	69	341	928
					Sun Oil Co.	931	324	365	1,277
					General Petroleum	829	63	106	472
					Ohio Oil Co.	822	47	220	732
					Continental Oil Co.	651	27	187	748
					Richfield Oil Corp.	615	60	115	290
					Ashland Oil & Refin'g.	555	185	215	276
					Service Pipe Line Co.	226	7	—	176
					Lion Oil Co.	190	5	5	308
					Warren Pet'l'm Corp.	179	20	68	128
					Mid-Continent Petrol.	154	38	58	381
					Eso Standard (Pa.)	151	120	115	133
					Signal Oil Co.	89	15	41	26

NOTE: Includes vehicles owned and/or rented.

① Includes trucks and tractors. Excludes 7,253 trucks owned by commission agents, but used in Company's operations.

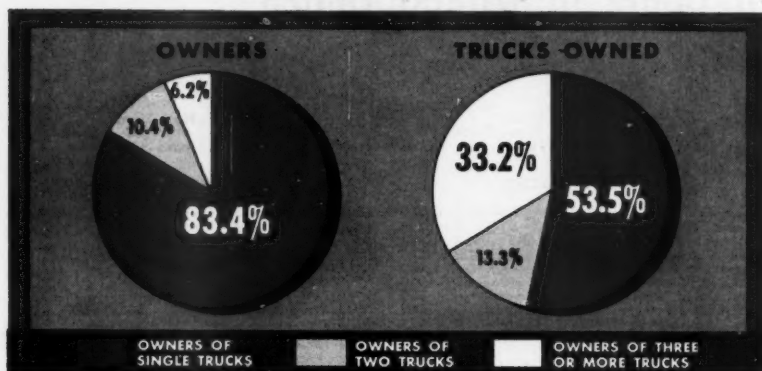
ed By Shippers in United States

	No. of Trucks	Semi-Tractors	Trailers	Cars		No. of Trucks	Semi-Tractors	Trailers	Cars
PUBLIC UTILITIES						MISCELLANEOUS			
Amer. Tel. & Tel.	48,000	—	10,000	13,500	Hertz Drivaraail Sta.	5,690	75	90	2,306
Pacific Gas & Elec.	3,291	5	162	1,792	Metropolitan Distrib.	3,196	134	16	32
American Gas & Elec.	1,404	53	53	1,354	City Products Corp.	1,817	199	222	226
Niag. Mohawk Pow.	1,158	5	405	655	Disie Drive It Y'sell	1,784	156	237	1,016
Consumers Power Co.	1,150	—	—	1,600	Golden State Co.	1,728	59	114	172
S. Calif. Edison Co.	1,121	4	82	928	Omar, Inc.	1,405	44	51	80
West. Union Telgr.	1,050	—	—	350	Ryder Truck Rental	1,200	500	600	200
Virg. Elec. & Power	931	6	8	261	Brink's, Incorporated	933	—	—	65
Con. Edison - N. Y.	917	6	9	171	Futab' rgh Plate Glass	909	12	12	1,814
Georgia Power Co.	806	8	240	545	E.I. du Pont de Nem.	630	97	195	1,029
Philadelphia Electric	662	8	68	926	Consolidated Laun.	630	4	4	31
Detroit Edison Co.	555	81	294	146	Yellow Rental, Inc.	533	45	19	107
Ohio Edison Co.	544	4	9	640	F&M Schafer Brew'g	525	30	60	6
South'n Counties Gas	495	5	30	286	Equitable Auto Co.	332	7	85	321
Central Ill. Pub. Serv.	413	5	14	174	Crane Company	315	15	23	930
Laclede Gas Co.	409	—	—	119	Consolidated Rend'g	275	12	4	50
Wisc. Pow. & Light	404	—	5	89	Marshall Field & Co.	269	11	38	53
Central Pow. & Light	388	2	2	232	National Truck Rental	268	9	—	110
Carolina Pow. & Light	378	7	8	144	National Cyl. Gas	259	169	459	360
Houston Light. & Pow.	374	—	—	232	Burns Brothers	207	25	24	14
Florida Power Corp.	313	10	10	162	Southern States Co-op.	204	27	36	118
Potomac Elec. Power	275	3	50	186	Petro Truck Co.	177	7	5	2
Cincin. Gas & Elec.	265	10	150	473	Peter Eckrich & Sons	165	18	15	6
Kentucky Utilities Co.	255	—	—	84	Kaufmann's Dpt. Store	145	—	—	2
Hope Natural Gas Co.	251	5	52	181	Breakstone Bros. Inc.	140	22	23	5
Brooklyn U. Gas Co.	232	2	5	65	Fearless Laundry	129	5	4	5
Boston Edison Co.	231	—	—	304	Atlanta Laun., Inc.	125	—	—	—
Dayton Pow. & Light.	211	4	45	315	U. S. Gypsum Co.	120	5	5	1,000
Indianapolis P. & L.	155	2	51	47	National Casket Co.	107	3	3	88
Louisville Gas & Elec.	150	4	9	49	Waples-Platter Co.	106	42	—	—
Lake Sup. Dist. Pow.	46	—	—	19	I. D. Roessel Co.	95	18	20	2
					Schluderberg-Kurdie	93	14	13	79
RUBBER					Burlington Mills Corp.	88	136	197	1
Firestone Tire & Rub.	1,947	16	117	1,574	American Can Co.	87	251	614	596
Goodyear Tire & Rub.	1,025	9	95	1,455	Southw't'n Port. Cem't	83	19	46	58
					Harris-Boyer Co.	79	—	—	2
TOBACCO					Lockheed Aircraft	74	20	30	87
Amer. Tobacco Co.	582	32	33	165	Drive-It-Yourself, N. J.	65	—	—	55
P. Lorillard Co.	169	—	—	478	Great Lakes Carbon	61	12	15	95
Metro. Tobacco Co.	145	—	—	110	Adolph Coors Co.	59	3	8	5
TRANSPORTATION, CARTAGE AND DELIVERY					NEWSPAPERS				
United Parcel Service	4,629	79	144	1	Hearst Pub. Crp. (Chic.)	232	5	5	1
Columbia Term's Co.	1,054	728	1,195	185	News Synd. Co. Inc.	177	—	—	48
S. Calif. Freight Lines	273	147	217	185	Chicago Sun & Times	153	—	—	7
Norton Trk (Safeway)	240	1,121	1,634	6	N.Y. World-Tel. & Sun	125	—	—	3
Roadway Express, Inc.	220	1,025	1,203	9	Pittsburgh Press Co.	116	—	—	3
Garrett Freightlines	219	200	327	14	The Cleveland Press	107	—	—	4
Central Truck Lines	216	130	199	4	Register & Tribune Co.	106	3	3	1,649
Metro. Transit Auth.	195	1	5	44	Even'g & Sunday Star	93	4	4	18
Comm. Mtr. Freight	194	318	606	16	Pittsburgh Sun-Telegr.	87	—	—	130
Motor Haulage Co.	175	25	75	5	The Detroit News	85	3	3	75
Keesbush Mtr. Express	185	512	747	17	The New York Times	83	—	—	55
Stone's Express, Inc.	142	56	145	—	Times-Mirror, L. A.	81	—	—	35
Long Transp. Co.	52	150	290	—	Milwaukee Journal	81	—	—	3
Interstate Dispatch	39	139	202	2	St. Louis Globe-Demo.	65	—	—	3
					L. A. Herald Express	58	—	—	22

② Includes special utility trailers including pole.

SOURCE: Survey made by Automobile Manufacturers Association.

83% Of Truck Owners Have Only One Truck



**4,501,000 Persons Own One Truck Each,
44,000 Owners Have 10 Or More**

Estimated Distribution of Trucks by Size of Fleet, July 1, 1952

	OWNERS		TRUCKS OWNED	
	Number	Percent	Number	Percent
Fleets of 10 or more trucks.....	44,000	0.8	1,400,000	16.6
Fleets of 5 to 9 trucks.....	89,000	1.7	695,000	8.3
Fleets of 3 or 4 trucks.....	200,000	3.7	700,000	8.3
Fleets of 2 trucks.....	562,000	10.4	1,124,000	13.3
Owners of single trucks.....	4,500,855	83.4	4,500,855	53.5
Total.....	5,395,855	100.0	8,419,855	100.0

NOTE: A "Fleet" consists of two or more vehicles registered at a given post office address by a given owner.

SOURCE: R. L. Polk and Company.

26,223 Fleet Operators Use 1,724,597 Trucks and Buses

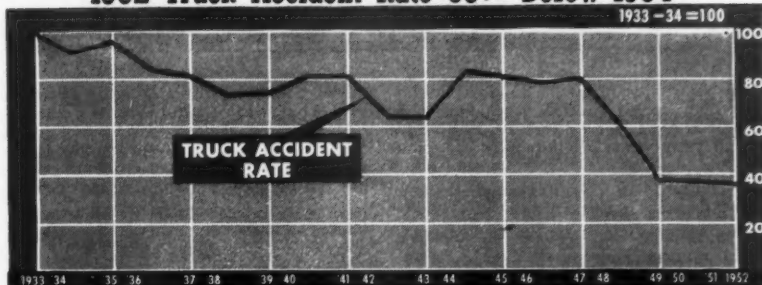
Fleets of 12 or More Trucks or Buses Classified by Industry

	Fleets
For-Hire Carriers—Motor Freight Carriers in Local and Over-the-Road Service	5,897
Food Distribution—Bakery, Dairy and Other Food Products.....	4,367
Government—State, County, Municipal and Federal.....	3,538
Construction and Mining—Building, Mine, Quarry and Gravel.....	3,106
Industrial—Fleets Operated by Manufacturers.....	1,369
Petroleum—Production and Distribution.....	1,280
Public Utility—Gas, Power, Water and Telephone.....	1,615
Retail Delivery (Other than Food Products)—Dry Cleaning, Laundry, Newspaper, Coal, Ice, Department Store, Beverage.....	2,768
Other Vocations.....	664
Total Truck Fleets.....	24,600
Bus Fleets—Passenger Carriers, Local and Intercity.....	1,623
Total Truck and Bus Fleets.....	26,223

The 26,223 Fleets of 12 or more vehicles operated 1,724,597 motor trucks and buses, 349,151 trailers, 323,089 passenger cars and taxicabs, and 170,000 units of miscellaneous off-the-road equipment.

SOURCE: "Commercial Car Journal."

1952 Truck Accident Rate 65% Below 1934



In 1933-34 accidents were 5.7 per 100,000 vehicle miles driven, while in 1951-52 the accident rate was 1.99, showing a decrease of 65% below 1934.

Motor Transportation Accident Rates, 1951-1952

Type of Vehicle and Operation	YEAR 1951-52					Three-Year 1950-52 Accident Rate*
	No. of Fleets	No. of Vehicles	Vehicle Miles (Thousands)	Average Miles per Vehicle	Accident Rate*	
Trucks	1,662	124,494	2,299,809	18,473	1.99	1.97
Intercity-truck-common carrier.....	121	10,650	583,584	54,797	1.37	1.29
Intercity-truck-private carrier.....	82	2,253	58,028	25,756	1.31	.88
Intercity-truck-government.....	20	8,892	67,803	7,625	.35	.33
City-truck-common carrier.....	102	4,567	54,476	11,928	8.75	9.04
City-truck-private carrier.....	310	7,142	107,045	14,988	2.79	2.52
City-truck-contract carrier.....	68	1,737	21,043	12,115	5.04	4.84
City-truck-government.....	46	5,568	46,620	8,373	2.51	2.40
Bakeries.....	120	7,102	117,071	16,484	2.19	2.07
Beverages.....	27	735	5,754	7,829	5.96	5.95
Coal and ice.....	27	873	9,503	10,885	3.77	3.35
Ice cream and dairy products.....	110	4,252	71,937	16,918	1.75	1.82
Fluid milk.....	167	14,494	134,021	9,247	3.84	3.62
Meat packing.....	57	2,868	60,649	21,147	3.11	3.69
Newspapers ①.....	230	5,815	136,258	23,432	2.05	2.13
Petroleum-intercity-truck.....	51	4,991	130,682	26,184	1.30	1.25
Petroleum-city-truck.....	76	6,435	107,129	16,648	2.11	1.98
Petroleum companies.....	38	4,089	55,283	13,520	.88	.79
Public utilities.....	186	31,800	307,060	9,656	2.25	2.39
Truckaway.....	54	6,046	362,121	59,894	1.13	1.23
Buses and Taxicabs	103	10,205	453,280	44,417	6.26	5.11
Intercity-bus.....	38	1,904	135,784	71,315	1.18	1.31
City-suburban-bus.....	12	778	32,241	41,441	5.62	4.35
City-bus.....	45	7,192	263,235	36,601	9.16	8.54
Taxicabs.....	8	331	22,020	66,526	3.84	3.57
Commercial Passenger Cars	334	35,696	526,052	14,737	1.07	1.10
Eastern area.....	186	19,578	264,443	13,507	1.33	1.33
Western area.....	148	16,118	261,609	16,231	.80	.85
All Types of Vehicles	2,099	170,395	3,279,141	19,244	2.44	2.28

* Number of accidents per 100,000 vehicle miles.

① Figures from American Newspaper Publishers Association. They have not been included in the totals for either "Trucks" or "All Types of Vehicles".

SOURCE: Individual company reports to the National Safety Council. These reports include property damage as well as personal injury accidents, but exclude accidents in which the company vehicle was properly parked. Year, July 1 to June 30.

National Associations in the Trucking Industry

Automobile Manufacturers Association, Inc.

Offices: Headquarters: 320 New Center Building, Detroit 2, Mich.; Branches: 366 Madison Avenue, New York 17, N. Y., and 830 Transportation Building, Washington 6, D. C.

President: G. W. Mason, President, Nash-Kelvinator Corporation.

Advisory Vice-Pres.: Alfred Reeves.

Managing Director: William J. Cronin.

The Automobile Manufacturers Association, Inc. was organized in 1913 under the name of Automobile Chamber of Commerce (later changed to National Automobile Chamber of Commerce and in 1934 changed to Automobile Manufacturers Association, Inc.) Earlier associations were: National Association of Automobile Manufacturers, Automobile Board of Trade, Association of Licensed Automobile Manufacturers, and American Motor Car Manufacturers Association, all in existence prior to 1913.

The principal purposes of the Association are:

To contribute in the public interest to

the successful operation of those engaged in the business of manufacturing passenger cars, commercial cars, trucks, buses and similar self-propelled vehicles, by assisting in the solution of problems affecting the industry and the general public;

To promote free competition in the manufacture, distribution, sale and servicing of the industry's products;

To collect and utilize technical and other information regarding the various aspects of the automotive business;

To aid in the solution of problems affecting the industry through the use of such information;

To facilitate the exchange of information among its members regarding inventions, patents, trade-marks, processes and devices usable on motor vehicles and in their production and sales; and

To acquire and dispose of property, including inventions, letters patent and processes or rights thereunder, subject to such limitations as may be prescribed by law, and not for pecuniary profit.

American Trucking Associations, Inc.

General Offices: 1424 16th St., N.W., Washington 6, D. C.

Chairman, Board of Directors: Walter F. Mullady.

President: Walter F. Carey.

Managing Director: John V. Lawrence.

General Manager: Ray G. Atherton.

The American Trucking Association, Inc., organized in Washington in September 1933, is composed of 51 state motor truck associations, representing throughout the country all types and classes of truck owners and operators. It is a federation of associations, operating without profit and officered by truck operators for the purpose of protecting and promoting the interests of the trucking industry.

It is the recognized national spokesman for the trucking industry and contacts regularly all Federal departments in which arise matters pertaining to trucking and other forms of transportation.

National Automobile Transporters Association

General Offices: 2627 Cadillac Tower, Detroit 26, Michigan.

Chairman of the Board: F. E. Wolverton, Buffalo, New York.

Vice Chairman: W. E. Bronston, New York, New York.

Secretary: L. W. Mohlenkamp, Indianapolis, Indiana.

Treasurer: H. G. Rice, Detroit, Michigan.

General Manager: R. F. Beiser, Detroit, Mich.

Traffic Manager: T. V. Breitenbeck, Detroit, Mich.

A national non-profit organization composed of common and contract carriers transporting automobiles and other motor vehicles over-the-road on a nationwide basis, using both truckaway and drive-away methods of delivery.

National Council of Private Motor Truck Owners, Inc.

Headquarters: Sheraton Building, Washington 5, D. C.

President: A. B. Gorman, Esso Standard Oil Co., New York, N. Y.

Vice-Presidents:

Eastern Vice-President: Charles Ehrenberger, Standard Brands Inc., New York, N. Y.

Central Vice-President: R. B. Rodgers, Standard Oil Co. of Indiana, Chicago, Ill.

Western Vice-President: P. H. Ducker, Automotive Council, Los Angeles, Calif.

Southeastern Vice-President: John I. Riley, American Bottlers of Carbonated Beverages, Washington, D. C.

Treasurer: Robert C. Hibben, International Association of Ice Cream Manufacturers, Washington, D. C.

Managing Director: James D. Mann, Sheraton Building, Washington, D. C.

A national organization incorporated as a non-profit association under the laws of the State of New York, devoted to the preservation of the rights and abilities of private enterprise to operate commercial motor vehicles in agriculture and industry—to promote safe and economic use of such vehicles in the public service. Its membership comprises firms owning one or more trucks and national and state associations that represent them.

National Association of Motor Bus Operators

Headquarters: 839 17th St. N.W., Washington 6, D. C.

President: A. M. Hill, Chairman of the Executive Committee, The Greyhound Corp. 839 17th St., N.W., Washington 6, D. C.

Vice-President: R. C. Hoffman, Jr., President, Carolina Coach Co., 1201 South Blount St., Raleigh, North Carolina.

Secretary-Manager: A. W. Koehler, 839 17th St., N.W., Washington 6, D. C.

Included in the scope of activities conducted by the Association are: close attention to national, state, and municipal legislation and important litigation in which precedents affecting bus operation are likely to be established; the compilation and distribution of statistical data for the industry; study of the relation of motor bus transportation to other transportation agencies.

In addition to its function as industry spokesman, the Association undertakes, in a wide variety of ways, to assist those active in the highway passenger transportation field. It provides assistance in connection with technical operating problems, safety, labor relations, legislation, regulation, public relations and many other phases of the activities of its membership.

National Truck Leasing System

Headquarters: 23 East Jackson Blvd., Chicago 4, Illinois.

President: Howard Willett, Jr., The Willett Co., Chicago, Ill.

Secretary-Manager: Martha Dunlap, 23 East Jackson Blvd., Chicago 4, Ill.

Primary objective is to direct to business and industrial management educational information concerning the advantages of long term leasing and daily rental of motor vehicles. The independent leasing firms making up the membership further benefit from typical trade association activities in which the organization engages, including the exchange of operating information among members, standardization of forms and methods, assembling of statistical and source data peculiar to truck leasing, cooperative buying, and group collaboration on sales promotion helps.

National Truck Tank and Trailer Tank Institute

General Offices: 120 South LaSalle Street, Chicago 3, Illinois.

President: W. E. Kennedy, Owensboro, Kentucky.

Vice-President: H. H. White, No. Kansas City, Mo.

Executive Secretary: Allan R. Smith, 120 South LaSalle St., Chicago 3, Illinois.

A National Association composed of the manufacturers of truck tanks and trailer tanks used primarily for transporting liquid petroleum products.

School Bus Body Manufacturers Association

Headquarters: 74 Trinity Place, New York 6, N. Y.

President: Charles Trout, V.P., Oneida Products Corp., Canastota, New York.

Vice-President: J. N. Thomas, V.P., Perley A. Thomas Car Works, High Point, N. C.

Secretary: H. Warner Dailey, 74 Trinity Place, New York 6, N. Y.

The primary objective of the Association is to further the practice of building safer, more durable and more advanced school bus bodies at greater economy without sacrifice of any safety features.

To facilitate exchange of information among its members in connection with transportation statistics, safety measures, inventions and devices usable on school bus bodies in their production and sale.

Truck Body and Equipment Association, Inc.

General Offices: 1122 Dupont Circle Building, Washington 6, D. C.

President: Henry S. Maday, President Maday Body and Equipment Corp., Buffalo, N. Y.

Vice-President: Paul R. Hafer, Boyertown Auto Body Works Inc., Boyertown, Penn.

Executive-Manager: Arthur H. Nuesse, 1122 Dupont Circle Building, Washington 6, D. C.

A national non-profit trade association serving manufacturers and distributors of truck bodies and equipment.

Truck-Trailer Manufacturers Association, Inc.

Headquarters: National Press Building, Washington 4, D. C.

President: W. E. Grace, Hobbs Manufacturing Co., Fort Worth, Texas.

Western Vice-President: T. C. Brown, Brown Trailers, Inc., Spokane, Wash.

Eastern Vice-President: C. L. Schneider, Fruehauf Trailer Co., Detroit, Mich.

Treasurer: R. C. Tway, Jr., Kentucky Manufacturing Co., Louisville, Ky.

Managing Director: John B. Hulse, National Press Building, Washington, D. C.

A national association of truck-trailer manufacturers devoted to improving the business interests of its members. Industry information is transmitted to the membership, and, in turn, information about the trailer manufacturing industry and its product is disseminated as widely as possible.

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Chevrolet.....	Chevrolet Motor Division*	Detroit 2, Mich.
Corbitt.....	The Corbitt Company.....	Henderson, N. C.
Diamond T.....	Diamond T Motor Car Company.....	Chicago 23, Ill.
Divco.....	Divco Corporation.....	Detroit 5, Mich.
Dodge.....	Dodge Division†.....	Detroit 31, Mich.
Duplex.....	Duplex Truck Company.....	Lansing 4, Mich.
Fageol.....	Twin Coach Company.....	Kent, Ohio
F.W.D.....	Four Wheel Drive Auto Company.....	Clintonville, Wis.
G.M.C.....	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
International.....	International Harvester Company.....	Chicago 1, Ill.
Mack.....	Mack Manufacturing Corporation.....	New York 1, N. Y.
Nash.....	Nash-Kelvinator Corporation.....	Detroit 32, Mich.
Peterbilt.....	Peterbilt Motors Company.....	Oakland 5, Calif.
Pontiac.....	Pontiac Motor Division*.....	Pontiac 11, Mich.
Reo.....	Reo Motors, Inc.....	Lansing 20, Mich.
Studebaker.....	The Studebaker Corporation.....	South Bend 27, Ind.
Walter.....	Walter Motor Truck Company.....	Ridgewood 27, N. Y.
White.....	The White Motor Company.....	Cleveland 1, Ohio
Willys.....	Willys Motors, Inc.‡.....	Toledo 1, Ohio

Motor Coach Manufacturers

Flxible.....	The Flxible Company.....	Loudonville, Ohio
Flxible-Twin Coach.....	The Flxible Company.....	Loudonville, Ohio
G.M.C.....	G.M.C. Truck and Coach Division*.....	Pontiac 11, Mich.
Mack.....	Mack Manufacturing Corporation.....	New York 1, N. Y.
Reo.....	Reo Motors, Inc.....	Lansing 20, Mich.
Transit Buses.....	Transit Buses, Inc.....	Kalamazoo 13F, Mich.
	Div. of Checker Cab Mfg. Corporation.....	
White.....	The White Motor Company.....	Cleveland 1, Ohio

School Bus Chassis Manufacturers

Chevrolet.....	Chevrolet Motor Division*.....	Detroit 2, Mich.
Dodge.....	Dodge Division†.....	Detroit 31, Mich.
G.M.C.....	G.M.C. Truck and Coach Division*.....	Pontiac 11, Mich.
International.....	International Harvester Company.....	Chicago 1, Ill.
Mack.....	Mack Manufacturing Corporation.....	New York 1, N. Y.
Reo.....	Reo Motors, Inc.....	Lansing 20, Mich.
Studebaker.....	The Studebaker Corporation.....	South Bend 27, Ind.
White.....	The White Motor Company.....	Cleveland 1, Ohio

†Chrysler Corporation.

*General Motors Corporation.

‡Kaiser Motors Corporation.

INDEX

A	Page		Page
Accident Rates.....	51	Florida shipments.....	44
Age of trucks in use.....	18	Foreign sales, percent of total.....	7
American Trucking Associations.....	52	Freight hauled by trucks.....	28
Associations, trucking.....	52	Fruits and vegetables by truck.....	40, 42-44
Automobile Manufacturers Association.....	2, 52, 54		
		C	
B		Gasoline taxes paid by trucks.....	30-32
Body production, trailers.....	25	Government trucks.....	20, 36
Bus committee, AMA.....	2	Gravel trucked.....	45
Bus exports.....	6, 11, 13, 27	Gross vehicle weight statistics.....	5, 9
Bus employees.....	26		
Bus manufacturers, list.....	54	H	
Bus production.....	6, 8, 13, 15	Highlights of Motor Truck Facts.....	3
Bus operations.....	14-16	Hogs by truck.....	46
Buses by countries.....	22-24		
Buses by states.....	14	I	
Butter by truck.....	40	Imports, trucks and buses.....	9, 13
		Intercity bus passengers.....	14
C			
Cab-over-engine trucks prod.....	11	L	
Canadian registrations.....	23	Lambs by truck.....	46
Canadian production, imports, exports.....	9, 13	Livestock by truck.....	46, 47
Cattle trucked to stock yards.....	46, 47		
Cement by truck.....	45	M	
Cheese by truck.....	41	Manufacturers, trucks and buses.....	54
City-county registrations.....	17	Marketing by truck.....	39-47
City transit.....	15	Markets, 20 city.....	40-43
Coach factory sales.....	6, 8, 13, 15	Miles, by truck.....	34
Coal shipped by truck.....	45	Mileage, fleets, per truck.....	51
Communities without railroads.....	35	Milk by truck.....	41
		Motor carrier fees.....	30
D		Motor truck committee, AMA.....	2
Dealers, by states.....	17	Multi-stop trucks.....	11
Diesel trucks and buses exported.....	27		
Diesel trucks and buses produced.....	11	N	
Diesel trucks in use by states.....	33	National Association of Motor Bus Operators.....	52
Drivers of trucks.....	26	National Automobile Transporters Assn.....	53
		National Council of Private Motor Truck Owners, Inc.....	52
E		National Truck Body Mfrs. & Distributors Assn., Inc.....	53
Eggs by truck.....	40	National Truck Leasing System.....	53
Employment in trucking.....	26	National Truck & Trailer Tank Institute.....	53
Employment in truck production.....	26		
Essentiality of trucks.....	33, 35-37	O	
Excise taxes.....	30	Ownership of trucks	
Exports.....	5-13, 27	Farm trucks by states.....	38
Exports by countries.....	12, 13	Fleets by size.....	50
		By states.....	19, 21, 38
F		By leading countries.....	17
Factory sales.....	4-15	By countries of world.....	23, 24
Family use of trucks.....	34	U. S. totals by years.....	20
Farm			
Farms reporting trucks.....	38	P	
Marketing.....	40-47	Passengers carried by bus.....	15
Tractors in use.....	33	Pipelines, tons and ton-miles.....	28
Trucks owned by states.....	19, 38	Population dependent on trucks.....	26, 35
Federal excise taxes.....	30	Population per truck.....	21
Fish hauled by truck.....	39	Postal service, truck.....	36
Fleets		Poultry by truck.....	41
Accidents.....	51		
By industries.....	48-50		
Size, by.....	50		
Vehicle Miles.....	34, 51		

INDEX—Continued

	Page
Privately owned trucks.....	20
Production, factory sales.....	4-13
Buses.....	6, 8, 11, 13, 15
Cab-over-engine trucks.....	11
Diesel trucks.....	11
Monthly.....	6
Multi-stop trucks.....	11
Suburbans.....	11
Trailers, truck.....	25
Trucks.....	4-13
World, by countries.....	13
Production by size.....	5-13
Publicly-owned trucks.....	20

R

Rail revenues from Auto Freight.....	47
Railway tons and ton-miles.....	28
Registrations	
Age, by.....	18
Buses by states.....	14, 16
Buses, by countries.....	23, 24
Canadian trucks, buses.....	9
City-County.....	17
Countries, by.....	23, 24
Farms, by states.....	38
Fees.....	30-32
Increase by states, 1941-1952.....	19, 21
New, by states.....	10
Privately and publicly-owned by years.....	20
Rail-less communities.....	35
Revenue buses.....	14, 15
School buses.....	14, 16
States, by.....	14, 19, 38
Trailers.....	24
Trucks by countries.....	23
World, trucks and buses by years.....	22
World by countries.....	23, 24
Year-model, by.....	18
Years, 1904-1952.....	20
Replacements, truck.....	27
Retail sales.....	10, 15

S

Sales, factory.....	4-15
Sales, retail.....	10, 15
Sand by truck.....	45
School Bus Body Mfr. Assn.....	53
School buses.....	8, 11, 14
School children carried by bus.....	16
Slag hauled by truck.....	45
Scrappage of trucks.....	27
Sheep by truck.....	46
Shipments of autos, methods.....	47

Shipper's own trucks.....	48, 49
Size of trucks.....	5, 9, 27
South America, exports to.....	12
Special vehicle types.....	11
Station wagons sold.....	11

T

Tank trucks, petroleum jobbers.....	25
Tax per truck cf. pass. car.....	32
Tax, property per truck.....	32
Taxes, truck.....	30-32
Tolls paid by trucks.....	30
Ton-miles hauled by truck.....	28, 29
Tonnage, farm, hauled by truck.....	40-47
Tonnage carried by truck.....	28
Tractors on farms.....	33
Trailers, production.....	25
Trailers, registration.....	24
Transit coaches in use.....	15
Truck-miles.....	34, 51
Truck-Trailer Mfrs. Assn., Inc.....	53
Trucking associations.....	52, 53

U

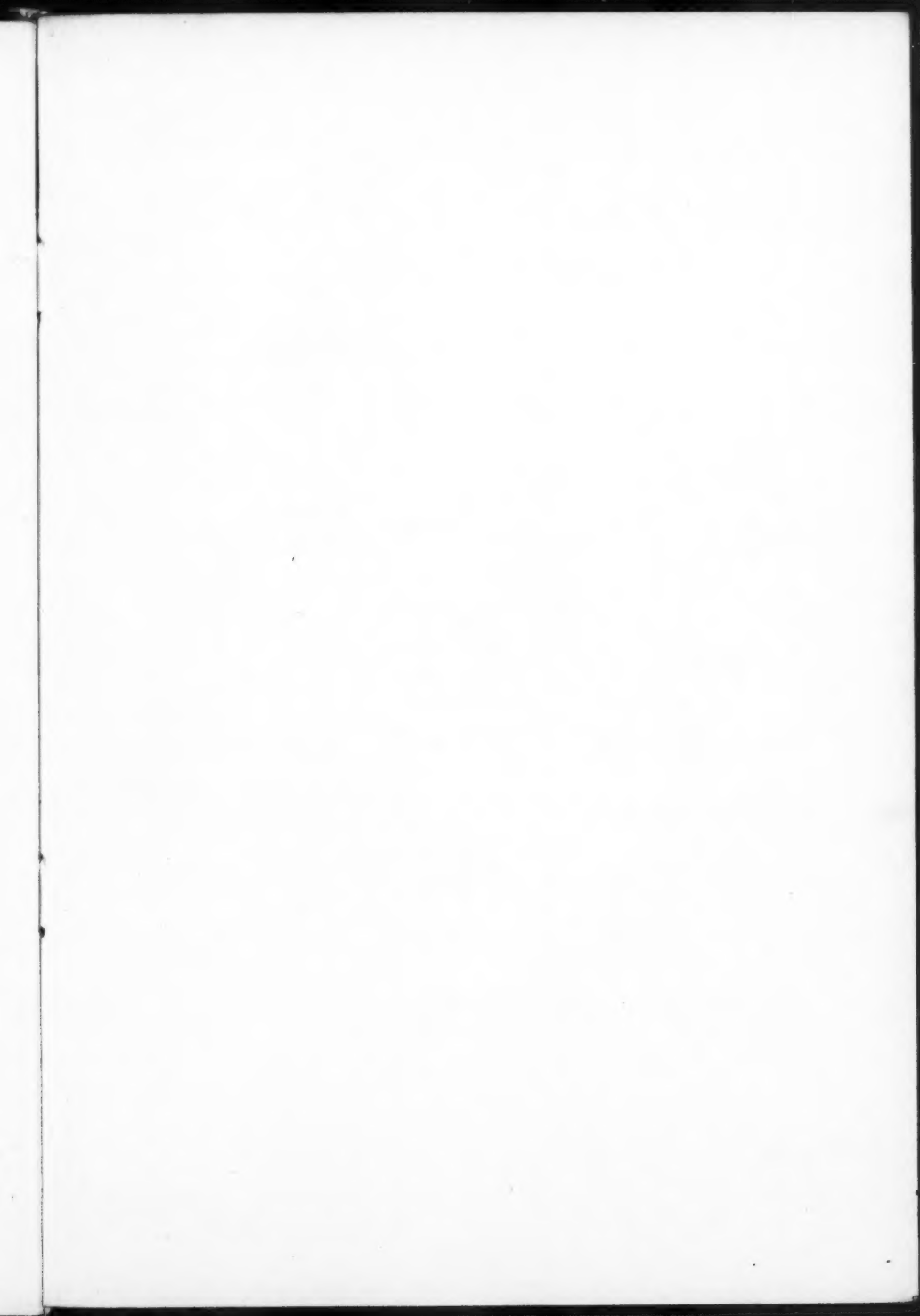
Use of trucks:	
Commodities carried by truck.....	39-47
Cattle.....	46, 47
Cement.....	45
Cheese.....	41
Coal.....	45
Dairy products.....	40, 41
Family, per.....	34
Fish hauling.....	39
Fruits and vegetables.....	40-44
Livestock.....	46, 47
Milk.....	41
Post Office.....	36
Poultry.....	41
Sand and gravel.....	45
Savings, Post Office.....	35
Farm, use of trucks.....	38, 40-47
Fleets.....	48-51
Marketing.....	40-47
Registration by states.....	19, 38

V

Value, trucks produced.....	4, 9
Vegetables by truck.....	40, 42-44

W

Waterways, tons and ton-miles.....	28
World production, trucks and buses.....	13
World registration.....	22, 23, 24



Sub
cont



